





EVENT SCHEDULE

	PRO BIKE	SPECIAL EVENT	
56th annual Circle K NHRA Winternationals Feb. 11-14 · Pomona, Calif.			
32nd annual CARQUEST Auto Parts NHRA Nationals Feb. 26-28 · Phoenix			
47th annual Amalie Motor Oil NHRA Gatornationals March 17-20 · Gainesville			
17th annual NHRA Nationals April 1-3 · Las Vegas			
7th annual NHRA Four-Wide Nationals April 22-24 · Charlotte, N.C.			
29th annual NHRA SpringNationals April 29-May 1 · Houston			
36th annual Summit Racing Equipment NHRA Southern Nationals May 13-15 · Atlanta	_		
4th annual NHRA New England Nationals June 3-5 · Epping, N.H.			
47th annual Toyota NHRA Summernationals June 9-12 · Englishtown			
16th annual NHRA Thunder Valley Nationals June 17-19 · Bristol, Tenn.			
10th annual Summit Racing Equipment NHRA Nationals June 23-26 · Norwalk, Ohio			
19th annual Route 66 NHRA Nationals July 7-10 · Chicago	-	TIEGE A	
37th annual Mopar Mile-High NHRA Nationals July 22-24 · Denver	-		
29th annual NHRA Sonoma Nationals July 29-31 · Sonoma, Calif.		Bytt	
29th annual NHRA Northwest Nationals Aug. 5-7 · Seattle			I
35th annual Lucas Oil NHRA Nationals Aug. 18-21 · Brainerd, Minn.	-		
62nd annual Chevrolet Performance U.S. Nationals Aug. 31-Sept. 5 · Indianapolis		TRANS	



NHRA MELLO YELLO DRAG RACING SERIES COUNTDOWN TO THE CHAMPIONSHIP

9th annual NHRA Carolina Nationals Sept. 16-18 · Charlotte, N.C.	
5th annual AAA Insurance NHRA Midwest Nationals Sept. 23-25 · St. Louis	
32nd annual NHRA Keystone Nationals Sept. 29-Oct. 2 · Reading, Pa.	
31st annual AAA Texas NHRA FallNationals Oct. 13-16 · Dallas	ada
16th annual NHRA Toyota Nationals Oct. 27-30 · Las Vegas	_ab.
52nd annual Auto Club NHRA Finals Nov. 10-13 · Pomona, Calif.	



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Valve Seats: Ductile iron Intake Flow: 334 cfm Exhaust Flow: 262 cfm

Go to HotRod.com and search keyword "PowerPort 240" to read an in-depth feature story about these exciting new cylinder heads.



KELLY'S FINAL PHOTC



Drag Racing Hall of Fame photog Jim Kelly passed away recently. The last race he shot was NHRA's spring 2015 Las Vegas affair. His daughter Carol Kelly Jarnigan was kind enough to provide the photo card from his trusty Nikon. Here is Kelly's closer. It's of Steve Faria's System 1 Oil Filter Systems T/F.

DRAG RAGER

January 2016 Volume 20 • Number 1

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- 14 Bells and Whistles



Jason Rupert clinched the IHRA Nitro Jam Nitro F/C championship in his Bays and Rupert Black Plague Camaro and went on to win the final race of the season held at Memphis International Raceway. Rupert tallied five wins and three runner-up finishes in 2015. Photo courtesy of



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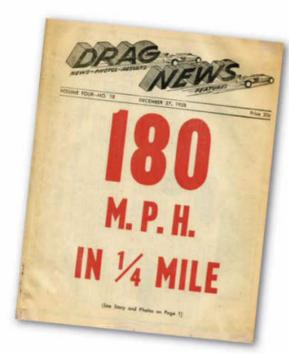


ALL WRONG BUT SO RIGHT Stuart Henry Brings an Aussie Attitude to the U.S. Radial Wars



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PAPER TRAILS Part 3: Isky Stirs the Pot Throughout 1958



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Romine Blasts a Homer at the World Series



inning at the annual World Series of Drag Racing at Cordova International Raceway is as important to Nostalgia Nitro racers in the Midwest as winning one of the Bakersfield. California races is for West Coast teams.

This year's World Series (the 62nd) was especially historic for the nitro racers because for the first time in the history of the event, nostalgia T/F dragsters and Funny Cars competed against one another.

There were 10 Funny Cars and four T/F dragsters trying to qualify for an eight-car field. The qualifying was so intense that half of the qualified field was unable to continue racing after Saturday's last-chance qualifying session. Marc White, Fred Farndon, Richard Hartman and Bruce Litton damaged their F/Cs to the point they couldn't make the call for first round. As a result, three Top Fuel drivers took alternate spots.

OUALIFYING

Fourteen nitro cars answered the call for the first of two rounds of qualifying. Suffering from two days of torrential rain, the track initially provided little traction. Paul Romine; Mark White in Frank Ousley's Crop Duster, and then the third qualifying pair, Paul Romine in his Man O' War Mustang and Mark White in Frank Ousley's Crop Duster; John Hale, another big show contender and Richard Hartman were the only racers able to negotiate the tricky surface. The bump spot for the first round was held down by Michael Irvin driving Dale Suhr's Orange Crate dragster.

Because of Friday's poor conditions, track management and the DRO Series team offered all of the racers a second qualifying shot on Saturday. Due to heavy overnight rain, Saturday qualify-

ing didn't start until 3:30 p.m. After the smoke cleared, the eightcar field was comprised of: Mark Sanders, Romine, Hale, Shawn Bowen, Fred Farndon, Bruce Litton, White and Hartman. Unfortunately, none of the four dragsters entered made the program on performance, but the T/Fers would have their say in the outcome of the race.

The general rule is that alternates in a qualified field only get paid if they advance past the first round. The qualifiers get first round money and points. As it turned out, the only teams from the remaining seven that could or would fill in were the nonqualified Top Fuel teams, including Jim Young, Tim Cullinan and Michael Irwin

ELIMINATIONS

This was to be a driver's race. The first pair out in the first round was first alternate Jimmy Young in his dragster vs. John Hale's flopper. Both fought for traction, and even though Hale had a commanding holeshot leave, Young spun less for the win. In another pedal fest, Bowen's F/C defeated Cullinan's T/F. Romine defeated the T/F driven by Irwin. Low qualifier Sanders got a single when Farndon was a no-show.

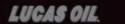
The semis was a Christmas round. Young got a gift from Sanders who led most of the race but had to abort the run and Romine cruised to the finals when Bowen clicked off immediately after the green.

In the final go, Young needed a career E.T. to give Romine, who had made four 5.80 laps, a run for the title. The dramatic and historic battle staged near midnight saw Romine finally get a long sought after World Series of Drag Racing trophy, as he lead from flag to stripe.



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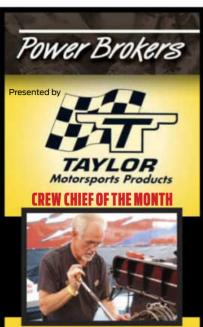
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LARRY SNYDER

Larry Snyder, proprietor of Snyder Motorsports and crew nief on son Mick's numerous race cars, never let the sentence, t'll never work!" get in his way. First, some history. Larry began is racing career around '81 at the fabled U.S. 30 drag strip near hicago in the Run Tuff class, part of the track's bracket program, ompeting with his big-block '57 Chevy.

After several years of bracketeering, Larry stepped away to ocus on family and business. In '93 he returned to competition, of focus on family and business. In '93 he returned to competition, this time with 11-year-old son Mick, both piloting Spitzer dragsters; Mick in a Jr. In '98 Mick graduated to full-on competition with a new Spitzer S/C dragster, while Larry stepped up to a blown small-block, setting records (6.08 E.T.) in IHSA Pro Outlaw Eliminator. Larry captured the IHSA World Championship the following year while also guiding Mick Family fun has always been one of the hallmarks of Team Snyder, but running two cars wasn't so much, so Larry stepped out of the cockpit and devoted all of his energies to Mick's career. Though racing was an important aspect of the Snyders' lives, their growing business, started in '94, was the main focus. Initially directed at the Jr. Dragster market, including the assembly of Polar clutches, their big car division picked up steam. This coincided with Mick's jump to Top Alcohol Dragster racing in '01. Larry reasoned a transmission featuring a torque converter (though never used previously) would be a hot ticket, mated to

though never used previously) would be a hot ticket, mated to leir "screwpercharged" Hemi. The prevailing wisdom said it ould never work. Undaunted, Snyder began collaborating with ary Sumek at Lenco on the project, using a Lencodrive as a tarting point, Coan, which supplied the torque converters, was

Following a developmental period for the heavily modified enclowing a Developmental period for the neavy moment enco piece and Mick's move to TA/FC, their competition was orced to reconsider Larry's wisdom, as Mick won the NHRA Div. championship in '04 through '06. Larry was also selected as hat division's Crew Chief of the Year in '04 and '06. Mick's TA/FC in at NHRA's Chicago national event went further to vindicate arry's concept. It was the first time a torque converter-equipped A/FC won at that level of competition. Mick scored two more HRA major wins prior to jumping into ADRL Pro Extreme

gnore. Forming an alliance with legendary Pro Extreme runner ason Scruggs, Larry basically took his TA/FC engine/trans combo and plugged it into a Pro Mod-style Corvette. Scruggs oplied his vast setup knowledge in exchange for Larry's

transmission savvy.
When the Snyders jumped in, there were maybe two other torque converter-equipped cars, now all the Pro Extreme racers rely upon them. Needless to say, Larry's influence was substantial. Mick was honored with ADRL's Rookle of the Year title in '10 and won the Pro Extreme World Championship in '12. Last season he won Rockingham's prestigious Dragstock race. Seeking fresh challenges, Mick moved to ADRL Top Sportsman competition in '15. Their venerable 'Vette is chock full from Struck-discipated intervations. Working with Compsyre.

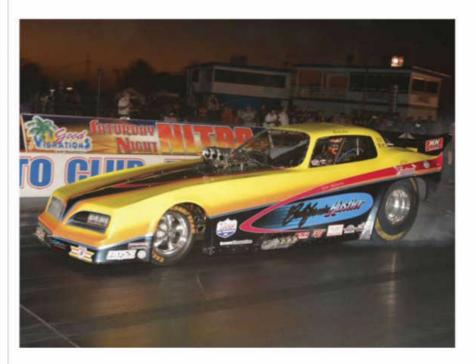
for new Snyder-inspired innovations. Working with ComSync, nyder modified their electronic fuel injection system for his new toots-type blower (a first) and coil pack ignition system another first) replacing the traditional distributor. Competitors

(another first) replacing the traditional distributor. Competitions, how shopder-designed (VED manufactured) Hemi heads are also in place.

Have these innovations proven to be as successful as Larry's transmission? Starting late in the '15 season and having to bolt on an additional 300 pounds (!) to compete in the new classes, whick has won one PDRA race and RU-ed at a second, running 398 in the eighth and has been competitive in NHRA remotition. For such said 'The immodifier' 16 careon annear to ompetition. Enough said. The impending '16 season appears to be even brighter for Larry and Mick.

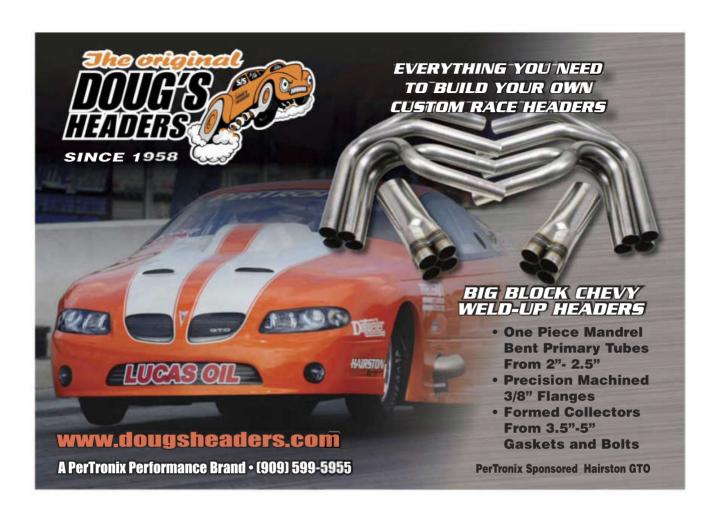
Larry would like to thank the team's longtime sponsor, Barb Bakos, owner of Powersource Transportation.

Lee is Victorious in his First Outing



ew California Hustler driver Cory Lee quickly justified his hiring by owner Don Nelson. He drove the Ronnie Swearingen-tuned AA/FC to an impressive win at the third Saturday Night Nitro at Auto Club Famoso Raceway.

Lee said of the victory, "I know how much effort this team has put in over this season, and I am truly grateful to have been invited to drive the California Hustler. I want to dedicate my part of this win to the memory of my friend Roger Garten."





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Information can be displayed on four

programmable dash pages, and the IQ3s also features four internal warning lights and internal progressive shift light, along with



external warning light and fan outputs.

The IQ3s can easily connect to CAN-based 2008 and newer OBDII functions, and can be used with any of Racepak's V-Net data loggers. It also connects to more than 20 aftermarket standalone EFI systems.

The blue backlight is dimmable with headlights and provides excellent viewing in all light conditions, while the low luster display screen provides excellent protection against scratches. For more info, call 949.709.5555 or visit Racepak.com.

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CP-Carrillo is introducing 4.6 Ford modular bullet rods. These connecting rods include the advanced features and improvements that it has developed through rigorous testing and R&D. They are on the shelf and ready for immediate delivery.

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Rods are supplied with WMC H-11 tool steel bolts, have a C-C length of 5.932, with big end hone of 2.2394 and pin end hone of 0.8672 for a total weight of 613 grams. After rigorous R&D, the bullet 4.6 Ford modular rods have been torture tested and rated for 1,100-plus-hp, 30-plus-psi of boost and 8,500 rpm. For more info, call **949.567.9000** or visit

Cp-carrillo.com.

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It's ideal for street rods, marine or racers with a supercharger running accessories. For more info, call **800.576.7661** or visit Goodvibrationsmotorsports.com.



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This Man O'War is an Iron Horse

World Products has revised its small-block Ford castings to make the blocks even stronger and easier to build. Available with a 302-style 8.200-inch deck height or a Windsor-style 9.500-inch deck height, the Man O'War blocks are packed with performance-enhancing features.

The 8.200-inch block is a direct bolt in for 5.0L Mustangs and is compatible with OEM heads and exhaust systems. The 9.500-inch block works with all of the 351 Windsor-style components. Both have Siamese cylinder bores with thick walls that can be bored to 4.200 inches and extra thick decks with six head bolts per cylinder for secure gasket clamping.

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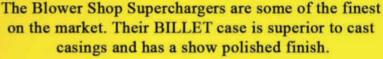
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11. Billet Timing Pointers	\$ 59
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14. Sight Gauge or PR Valve from	\$17
15. Burst Panel Deflector	\$165
16. Burst Panel SFI Approved	\$ 25





PART 3: ISKY STIRS THE POT THROUGHOUT 1958

Text and Photos by **Dave Wallace**

fit seems that one racer and one manufacturer are getting disproportionately large chunks of this episode, don't blame us. Don Garlits and Ed Iskenderian dominate the following pages just as they did those printed during 1958. The season opened to full-page "hero" ads shouting that the 170-mph barrier really had been blasted by some guy back east. The year ended with a controversial Dec. 27 Drag News cover story declaring the 180-mph barrier had just tumbled to the same guy, at-suspiciously-the same Florida track.

Of course, nobody out west swallowed either speed; possibly not even the savvy L.A. camgrinder promoting his newest hero in full-page Hot Rod and Drag News ads. If Ed Iskenderian did have doubts of his own, deep down, he's never admitted to any. A time slip showing one big number was documentation enough for Isky customers, whatever the prevailing track conditions and timing systems. Never mind the customary track-record-backup run within 2%.

Nobody here is suggesting that either run advertised by multiple Garlits sponsors as the first 170 and the first 180 was bogus. Years later, when Garlits owned records everywhere, even Californians conceded the possibility that a combination of concrete traction and prototype M&H slicks might've done the trick—maybe. Their skepticism was understandable in an era notorious for inconsistent clocks and unscrupulous promoters. If not for Isky's ads, we wonder how many folks outside southern Florida would've even heard of these times, let alone accepted them as "world records" (or kept debating them in bench races for nearly six decades and counting).

Meanwhile, manufacturers on opposite edges of America were introducing two of the most significant innovations ever developed for drag racers: M&H Tire Company's purpose-built Racemaster dragster slick and Chassis Research Company's mail-order slingshot kit. You'll enjoy some of the earliest ads for these historic product lines on the following pages.

Excluding house organs controlled by membership groups, just two national publications consistently covered the sport in this second season of the fuel ban. Any other similarity ended with their common cover price, 25 cents. Hot Rod editor Wally Parks glorified gasoline-burning cars and covered gas-only NHRA meets almost exclusively in a slick, monthly package not appearing until two to three months later. The independent Drag News delivered fuel dragsters, fuel coupes, fuel roadsters and fuel motorcycles to fuel-starved readers on cheap, blackand-white newsprint as soon as 72 hours after the meet, whether sanctioned or unaffiliated, every other Wednesday. Despite its unpaid reporters and a circulation less than a hundredth of HRM's half-million, the feisty tabloid punched well above its fighting weight within our small, tight-knit community. See for yourselves, digitally. Platinum-level Hot Rod Club membership enables unlimited online viewing of issues all the way back to January 1948, while Wdifl.com offers CDs of 1955-71 Drag News page scans.

Another magazine joins these print pioneers next time, when Drag Racer resets the time machine to 1959. Among other memories, we'll be revisiting the utter humiliation—then glorious revenge—of "Don Garbage" in hostile California. DR





■ Don Garlits succeeded Emery Cook at the top of continuous hero ads crediting Isky's so-called fifth combustion cycle for their respective barrier breaking. The rising star's real advantage is in plain sight here: prototype M&H Racemasters that propelled a primitive rail job-based on 1931 Chevy rails, unblown and carbureted, yet—to 176.40 mph late last season.



■ Isky's May 31, 1958, Drag News ad ironically predicted Doug Cook's immediate future. Sure enough, one of those "discouraged cam grinders" was about to "lure him away."

■ Ed Iskenderian traces the long-running gasser wars to Howard Johansen's small, provocative ad in the September HRM touting Doug Cook's shocking defection from Isky Cams-under the same headline that Ed had written for Drag News (above). Considering HRM's lengthy lead-time, Cookie must've made the switch almost immediately after Isky's final hero ad appeared in the more timely tabloid. In between, Cook's blown '37 Chevy evidently shed the full hubcaps of early photos (but not yet its cool spotlights).

IF YOU CAN'T BEAT 'EM, JOIN 'EM!



says Doug Cook, owner and driver of the pictured 147 mph '37 CHEV COUPE on GAS. Car is powered by a 302 cu. in. Blown Chevy with a Howard Steel Billet Cam Kit.

Before switching to a HOWARD Steel Billet Cam, Doug turned 122 mph at the Lakes. 99 mph at the Drags. Best E.T. 14 sec. flat.

After installing a New Improved Howard M-2 Steel Billet Cam Kit, Doug turned the following times: Lakes 147.53 mph Best E.T. 12.50 sec. Drogs 107 mph

Doug Cook is presently the high point man in the world's largest straight-away timing association.

Have you paid the price of a steel billet cam only to have the hard lay over face 6-by cycle cam drop a lobe just about the time you get tuned up? Well, it could have been prevented. How? By installing a true STEEL BILLET Cam Kit by Howard—the STEEL BILLET vented. How? by installing a true Steel biller cam his by howard in that is guaranteed not to wear out! Avoid disappointment and costly engine failure.

There is still time to send for your Howard Steel Billet Cam Kit for OKLAHOMA. - You're a winner for sure with a Howard Cam!

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At Chester, So. Carolina and Flagler Beach, Fla., NEW RACEMASTER DRAG-STER TIRES WERE USED ON ALL WINNING CARS! And this is just a pre-

(Not A Re-tread)

ONLY TIRE DESIGNED SPECIFICALLY FOR DRAG RACING!

AVAILABLE SOOM! The board new Subtweight by & H E. shartle, to view 6:20-15 8", 8:50-15 F", 7:10-15 F", WITTE WALL!

TESTED and APPROVED

Recing Division, 433 Main St., Wotertown,



■ To date, the most-significant traction device is the first drag slick that wasn't a recap. Marvin and Henry Rifchin were already molding treadless tires for circle burners when the father-son partners at M&H Tire Company asked Don Garlits to test a set of 6-inch-wide, soft-compound Racemaster Dragsters near the end of the 1957 season. On Nov. 10, the unknown test pilot simultaneously smashed both Emery Cook's sacred speed record and the 170-mph barrier (176.40) at Brooksville, Florida,



CHEV. ROLLER CAM. ENGINEERED TAPPET ASSEMBLY.

\$135.00 \$165.00

THE GLASS SLIPPER WORLD'S FASTEST CHEV. (1/4 mile)

Built by Capitol Speed Shop of Sacramento, Calif., and driven by owner Ed Cortopossi, this car has established itself as one of the hottest running fuel burners in the country today. To aid owner Cortopossi start on his long line of victories Iskenderian engineers supplied him with an Isky E3 Cam and Engineered Kit and through the co-operation of Emory Cook (Cook-Bedwell) worked out a successful carburetion setup.

On February 2 a secret and closed meet was held to make an assault on the 20 year old 2-way kilometer world record. We were gratified to learn that Iskenderian equipped Glass Slipper, mentioned above, was one of the two cars selected, presumably based on its past record in 1957. However, in all fairness to Mr. Cortopossi, we feel that preparation for this event must have been too hurried as the car's potential was way off, picking up only 8 mph over the % of a mile distance, 2½ times the distance of the American ¼ mile.

While the showing of the 2 cars selected was creditable it's not clear why the top performing cars like Don Garlits' Cook-Bedwell and others were by-passed. Garlits' time for the ¼ mile 176.40 mph (official), is actually better than Rice did in the ¾ mile run, 2½ times as far. These cars undoubtedly would have passed well over the 200 mph mark in this distance. In the American tradition drag racing is a competitive sport. The laurels belong to, and should be rewarded to, only those who have earned it. Let's keep it that way!

ISKY CAMS

When the big meets are by the same token it's It is no accident that in Chester, S.C., Big Payof Daytona results.

1ST PLACE — EXPERIM MILLER. '55 Ford. Fast mph. This world's far equipped with Latham b Cam and Kit.

1ST PLACE—MODIFIED '58 Merc, Isky E2 Cam

IST PLACE-SPORTSMAN E2 Cam and Engineered

IST PLACE-GRAND NAT Unich. This powerful ar and Kit.



■ Isky really pissed off the pope by intentionally delaying delivery of this critical ad until the rest of the May 1958 Hot Rod page negatives were going to press. The timing got so tight that HRM approved this major advertiser's request to ship a new ad directly to Petersen Publishing's outside printer, thereby bypassing the usual proofreading by editorial director Wally Parks and his main proofreader, wife Barbara. What really bothered Iskenderian, a regular advertiser since the second Hot Rod (February 1948), was the magazine's choice of the second gas dragster invited to privately challenge FIA records. Though Calvin Rice had won NHRA's national championship with that unnamed car, Mr. Isky felt that its selection amounted to unpaid HRM publicity for his newest camshaft competitor, Racer Brown, previously the magazine's technical editor. Ed took another veiled shot by referencing Garlits, Emery Cook and Cliff Bedwell, much faster Isky customers burning nitro in defiance of the year-old fuel ban.

Oh, ouch! In the very next (June) issue, the HRM editor devoted his entire column to defending the FIA selections questioned by an advertiser. Without once identifying that company, Wally went on to blast previous ads endorsing "obviously questionable performance records"implying that speeds clocked on fuel and/or at non-NHRA-sanctioned strips must be "imaginary or one-time flukes." Ed Iskenderian has said that Parks remained cordial in public, but the onceclose relationship between these industry pioneers never recovered from the attack.



Jithout calling names, this column has long been a campaigner against irresponsible people who capitalize on obviously questionable performance records by playing them as "official." In last menth's issue one of our advertisers chose to editorialize in his purchased space, which is alright with us as long as he sticks to the facts.

The ad-editorial criticized the recent world kilometer records in which HRM actively participated. It questioned the selection of cars that were allowed to compete and openly ridiculed their accomplishments.

Since the jibes were directed at an operation in which this magazine and this editor had important roles, we think it is only fair to our readers, our fellow participants, and ourselves that we set the record straight.

The international acceleration runs began as a project in which a typical hot rod was to make an official attempt to break the existing world record for a standing kilometer. Hor Rop Magazine started the ball rolling by assuming responsibility for the project's fulfillment. Once the site and necessary sanctions had been acquired (no simple task), there came the prime matter of selecting a car to represent the hot rod sport. Due to existing restrictions it was not permissible to allow open entry. Many cars were considered before one was chosen. When approval was gained for having a stand-by car, it was decided that we'd bring in a smaller-engined car and run it for the existing Class "C" record if time permitted.

Since so much depended on each of the two cars, many things had to be carefully considered before either was picked for the job.

Drivers were of extreme importance, since the safety of the operation would be in their hands. Calvin Rice and Ed Cortopassi were well qualified in experience, capability and cooperation.

Crewmen, too, were important. The hot rodder crews of Rice's "Hot Rod Magazine Spl." and Cortopassi's "Glass Slipper" met the requirements for dependability, efficiency and sincerity.

As to the cars, all things were imperative here. In addition to the foregoing items for consideration, the final two cars were selected because they fit standards for stability at high speeds, performance potential, general construction, appearance and overall interest.

i ast, but not least, came the matter of cosponsorships, and integrity. This was where the real screening came in. Since the basis for this entire project was the establishment of genuine records, no one could risk having irresponsible advertising or misleading claims jeopardize the end results.

Sure, the cars' preparation was hurried and the performances were not their maximum effort (we said that in our April editorial). But the runs were safe, they were successful, and the people who did participate were respectful in their references to records set under conditions that warranted their being official, not imaginary or one-time flukes.

-Wally Parks

JUNE 1958







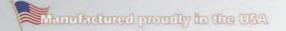
You can always count on T&D to produce the pinnacle in performance shaft-mount roller rocker arm systems

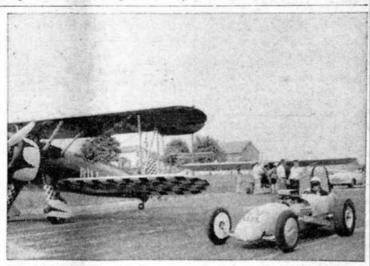
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WHAT'S THIS? Airplane versus dragster? Better yet the slingshot is being piloted by Lynne Sturmer-a woman. In matched race the fuel-burning Chrysler-powered "Bean Bandit" won hands down. Airplanes were on hand for Cole Brothers Air Circus, held in conjunction with drag meet at U. S. 30 Dragway, Indiana, July 6.

■ Lynne Sturmer might've been the first female to regularly drive a Top Eliminator car, and possibly a fueler. How a gas dragster shoe in Chicagoland hooked up with the Bean Bandits is a mystery. (Help, Midwestern readers?) This single photo and caption in the July 12, 1958, Drag News, is all we've found about a "matched race" that supposedly occurred at Lynne's home track, U.S. 30 Dragway. The absence of any times for her reported victory and those disinterested dudes in the background make us wonder whether the stunt consisted of just a staged, static press photo.

■ The Cliff & Bedwell team's sensational 1957 season with a third-hand Scotty Fenn slingshot generated nationwide demand for the first production-line drag cars. This year, the transplanted Okie added drag racing's first mail-order kit cars and universal components to welded frames, fully assembled in-house (from \$315). This ad for Scott-Fab kits appeared in the July 12, 1958, Drag News. Hundreds of cars were built by the end of the decade, before NHRA's first minimum-wheelbase rule hurried their obsolescence just as Dragmaster Co.—a competitor launched by Dode Martin and NHRA's original tech guy, Jim Nelson-was capturing Mickey Thompson and other influential gas dragster stars.

DO IT YOURS ELF!! FIRST Again! OUR CONSTANT AIM IS TO SUPPLY THE SPORT Chassis "SCOTT-FAB" kits will supply everything. YOU WELD! We ship all tube, main rails, roll bars (can be .094 or .125—(1/8) stanchions, cross members, seat backs, etc. All flatstock, perches, motor mounts, clutch blast shield, rear end mounts, transmission mounts, etc. All tubing bent to size. EVERYTHING YOU NEED TO ASSEMBLE A When ordering a "Scott-Fab" Chassis you will receive 5 diferent blue print designs that can be used as masters. Make design alteration to express YOUR IDEAS. Complete Price \$149.50 We can supply a fully welded and assembled basic chassis for -50% with order. Balance C.O.D. We ship anywhere. Add 8% Fed. tax in Calif. WE ALSO HAVE COMPONENT PARTS AVAILABLE NARROW REAR ENDS-2 housings-2 axles-Fully machined, welded and magnafluxed. The axies machined for "no stress" keys which are THESE ARE NOT EXCHANGE PRICES! DRAG LINK — Liightweight. Chrome-moly. Give EXACT length if we don't build chassis and whether Ford end or Heim joints CENTER STEERING - (If we do not build \$60.00 chassis, give length of sector shaft and steering wheel shaft.) Weight only 6 lbs. 532.70 SHUT-OFF VALVES - Hord chromed moving PITMAN ARMS (For above center part, cost govt. over \$65. Comes complete CLUTCH PEDALS (New). Complete with rub-FRONT ENDS — Weight 18 lbs. Comes complete with rube, axle, radius rads, tie rad etc. Ready to \$12.00 \$15.00 PROFILE ENUS. Weight 18 lbs. Comes complete with rube, axie, radius rads, tie rad etc. Ready to install. Can be had with cross spring or new rubber T. E. 440x Pillian mounting with which no shocks are needed. Uses Ford spindles and hubs. \$100.00 lining. Price includes: mounted lining, new wheel cyl. springs, lightweight backing plates, etc. Everything to mount. ALL THE ABOVE COMPONENT PARTS \$38.00 INCLUDE CORE CHARGES! CHASSIS RESEARCH CO. 2524 W. Slauson Ave. Los Angeles, Calif. AX 4-9865

POWER

All AFR heads come standard with: Lightweight bead lock 8mm valves that reduce valve float (Big Block Chevy has conventional 11/32 hardware), Premium Pacaloy racing valve springs, 100% Fully 5 axis CNC ported, 3/4" thick head deck, Viton oil seals (not cheap Poly Acrylic) and hardened Chrome Moly spring seats, not just shims. Includes adjustable guide plates for perfect rocker arm alignment.

LIFETIME WARRANTY!

Call for details. AFR heads only.

✓220cc SBF Flows 340 CFM ✓245cc LSX Flows 360 CFM

✓245cc SBC Flows 350 CFM ✓385cc BBC Flows 456 CFM

20° SB-FORD

185cc 95HP Gain Over GT-40X Windsor Head



23° SB-CHEVY

180cc 80HP Gain Over L-98 Head



15° SB-CHEVY

285cc Flows 400 CFM



15° LS-1

210cc 40HP Gain Over LS-1 Stock Head



24° BB-CHEVY

315cc 100+HP Gain **Over Factory LS-6 Head**



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Single Plane Strip Carb Height 4.580



Titon-DPR

Dual Plane Street/Strip Carb Height 4.720



1" Composite **Carb Spacers**





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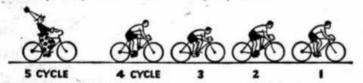


■ Pete Millar's earliest published work went mostly uncredited. No cartoonist was listed in HRM's masthead or tech column, and signatures rarely accompanied individual artwork in ads or articles. This exception caught our eye among HRM's August 1958 "Shop Talk" letters to freelance columnist Don Clark (also the "C" in C-T Automotive).



■ As Don Garlits liked to say, "Retiring is easy; I've done it lots of times!" This is believed to be the first and perhaps briefest example, as announced in the Aug. 9, 1958, Drag News. Now known as Swamp Rat 1, the original car lives in the Garlits Museum (as does a reproduction of its later, supercharged self).

HOWARD RACING CAMS "Where we take cams and cam engineering seriously." NOT A BUNCH OF DOUBLE TALK! to lure the unsuspecting motor builder to buy a product!





■ Here's how Howard Johansen finally responded to a year-long onslaught of 5-Cycle hype by Ed Iskenderian, Howard's main rival. The ad appeared in the Sept. 20, 1958, Drag News.



5 Cycle-equipped cars have concluded a spectacular and record shattering season with an equally spectacular clean sweep of the traditional Labor Day week-end 'Big 3' events, the N.H.R.A. Nationals, Oklahoma City, the A.T.A.A. World Series of Drags at Cordova, Ill., and A.H.R.A. meet at Great Bend, Kansas. This sensational domination of the top events once again proves conclusively that a 5 Cycle installation is like having a head start. Sterling tribute to the foresight and design pioneering of Isky's progressive Engineering

everywhere except by other cam grinders, of course (which accounts for the humorous illustration at the left.)

It seems that another cam grinder, unable to graciously accept the victories and proven superiority of Isky 5 Cycle cams has vented his frustration in ridicule, not only against us, but against those who use our products. Normally we would be expected to be disturbed . . . but long since we have learned to accept the fact that such attacks are the 'penalty of leadership'. And in view of the clean sweep such ridicule is so ludicrous, that we feel quite magnanimous in thanking them for pictorially sizing up the attitude of in thanking them for pictorially sizing up the attitude of 5 Cycle users—they are indeed 'happy as a clown' over their victories, and the performance of their 5 Cycle equipped



This annual event, under the able supervision of NHRA president, Wally Parks, has assumed the status of the biggest single meet of the year for gas operated dragsters. With their sights set on the big prizes, the national coverage and publicity, and the prestige, this meet lures FVFRY

The same November 1958 HRM that carried NHRA Nationals coverage contained this classic cartoon ad. Note the strong resemblance to Howard's clown and bicycle—both transported into the new Chevy pickup won by NHRA Nationals Top Eliminator Ted Cyr, sponsored by Isky.

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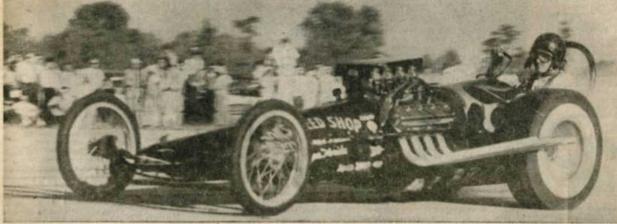


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GARLITS -- 180 M.P.H





Don Garlits

World's Fastest Quarter-Miler

FASTEST AND QUICKEST machine in drag racing is 392 cubic inch Chrysler-powered fuel burning dragster driven by Don Garlits, Tampa, Florida speed merchant turned 190.00 mph in 8.90 seconds at Brooksville, Fla., drag strip, Later made run of 176.50 mph in 8.67 seconds. Just a little over one year ago, on November 10, 1957, at same strip, Garlits turned 176.40 mph in 8.79 seconds to establish new high for quarter mile. Broke that record on December 14, 1958, Car is liky and Weiand equipped.



Garlits deniers who'd ridiculed last season's controversial 176.40 loudly faulted L.A.-based Drag News for legitimizing reports of the 180-mph barrier crumbling at that same all-asphalt strip in Brooksville, Florida. Isky's subsequent barrage of hero ads in Drag News and Hot Rod would fuel the fire all winter. Prodded behind the scenes by Ed Iskenderian, three western promoters combined to make Garlits an irresistible package deal for showdowns in California and Arizona. Don, his wife and brother departed Florida only after assurance that Mr. Isky was holding the full negotiated guarantee of either \$4,500 or \$5,000 (memories differ), in cash. ("Ed was the only Californian I knew well enough to trust," Garlits later explained.) Tune in again next time for the rest of that story when we'll focus on a revolutionary season that began with the biggest, best dragster meet of 1959—if not of all time.



VOLUME FOUR-NO. 18

DECEMBER 27, 1958

Price 20e

M. P. H. IN 1/4 MILE

(See Story and Photos on Page 1)



WALLACE RACING IS ON THE CUTTING EDGE OF T/D TECHNOLOGY

Text and Photos by Brian Losness Tires LES S&HWAR

DRAG RACER BE DRAGRACERMAG.COM

im Wallace Sr. and Jr. have been actively pounding the quartermile for years. Senior was a West Coast Pro Mod heavy hitter while Junior wheeled a Jr. Dragster. Winning came early when he captured the Firebird (Idaho not Arizona) track cham-

pionship in 2001 at the age of nine.

After a brief respite from competition, father and son returned big time in 2012. Junior was fitted for an American Race. Cars 245-inch Top Dragster powered by a single-carb, 598-inch DRCE engine. Racing in hometown Boise, Idaho's thin air (corrected altitude in the 5.000- to 6,000-foot range) the power adder-free rail maxed out at a credible 7.24/184 mph. To be competitive in T/D competition though, more steam was required.

After weighing performance options, Wallace Sr. elected to build a blower motor for the car. Instead of opting for a traditional Roots-type supercharger, he contacted Joe Hessling at Advanced Product Design (APD) who constructed a ProCharger Race Drive engine for the dragster. This is an innovation from ProCharger in Lenexa, Kansas.

The ProCharger engine combination has proven itself worthy on the East Coast in the Top Dragster and sportsman wars, however, there has not been a great deal of movement towards this particular design out west. The Wallace Family Racing decided they would be on the tip of the spear when it comes to ProCharger engines on the left coast.

The elder Wallace goes all out or not at all, so when ordering the engine, he went over the top in performance and aesthetics. The 540-incher is not huge by today's standards, if it was naturally aspirated, but with the ProCharger Race Drive it's plenty big. Aesthetics include the block, heads and intake and all of the external components including the



Tim Wallace Sr. loves on the gleaming, show-car-worthy 540-incher built by Advanced Product Design.

transmission case are polished—yes polished. You can shave using the cylinder block as a mirror, no lie.

This is just not a shine and sit race car, it's a legitimate Top Sportsman and Super Pro campaigner. Wallace's dragster became the first Super Pro car to top 200 mph at Idaho's Firebird and routinely has elapse times in the 6.80 range. "We just have the small gear set in the drive unit right now to get a firm grip on the tune-up. but APD makes some much bigger sets that will spin the blower faster," the elder Wallace told us. This will give Junior a much faster ride.

The ProCharger is a unique setup, but has been around for some time. Nevertheless, with all concepts there is always innovation and development. The compressor resembles the compressor side of a turbocharger this hasn't changed from the original setup; the change comes in the drive system. Rather than a belt drive, this compressor is driven by a modified dampener, which is mounted to the crankshaft. This rubberized dampener allows for a smoother progression of the airflow



The American Race Cars 245-inch wheelbase racer provides an excellent T/D platform. Steady 6.80 E.T.s at over 200 mph in the Idaho high altitude air make the case for its efficiency.

DRAG RACING ART



WWW.MARKLUECK.COM

1972



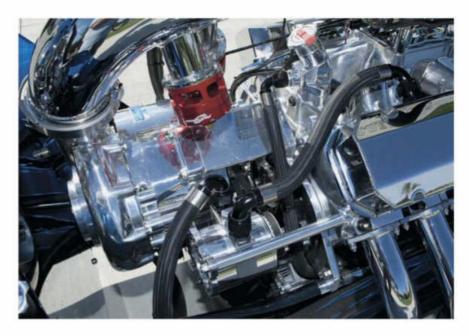
This is what separates the Wallace racer from the T/D herd: Instead of opting for a traditional Roots-type blower, the team went with a ProChanger centrifugal supercharger.

from the blower into the engine as engine rpms increase. Moreover, the compressor setup is designed to eliminate the amount of heat transfer from the engine or exhaust to the compressor. This allows a much cooler and denser air charge to be forced into the engine.

A set of quick-change gears on the back of the compressor, similar to those in a sprint car rearend, gives the tuner the ability to change the airflow through induction system. The taller the gear the more rpms are driven to the compressor; hence, more air into the engine, more air and more fuel. more power and quicker, faster runs.

Fuel and compressed air are mixed in a blow-through carburetor. The Wallaces prefer to use alcohol, which acts as a cooling agent as well. Summertime temperatures in Idaho often climb well above 100°F, so this fuel's cooling effect is a considerable asset.

Tim Sr. has started to get a firm hold on the tune-up, keeping it in the 6.80 range



at just over 200 mph. This has paid off with Junior making it to the final round of Super Pro at one of the four days of the Pepsi Nightfire Nationals this past August, along with being the number two qualifier in Top Dragster at the same event. In addition, Junior was in the hunt for the overall event title until Jack Beckman took him out in round one on Sunday. (Yes,

that Jack Beckman.) The car was also voted Best Engineered at Firebird's NHRA Division Six event.

The Wallaces are convinced that this combination is the way to go for Top Dragster racing. According to Wallace Sr., "It is designed to be much easier on parts and it is much easier to adjust than a Roots-type system." DR



TECH SHEET

2012 American Race Cars 245-inch wheelbase

Paint by Todd's Extreme Paint

Rearend: Mark Williams 9.5 sheet metal

Rear Brakes: Mosier dual-caliper brakes

Rear Shock: Penske

Engine: 540-ci with ProCharger built by Joe Hessling at Advanced Product Design

Fuel and Oil Lines: XRP hoses

Headers: Fab Shop

Transmission: Hughes Extreme Powerglide

Shifter: B&M Pro Bandit

Delay Box: Elite 500

Ignition: MSD Digital

Data Collection: Racepak

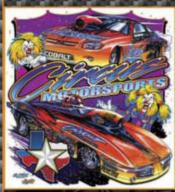
Alternator: East Coast Alternator

Tires: Hoosier

Gauges: Auto Meter

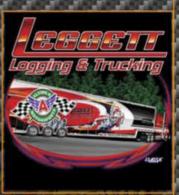
Rear Wheels: Weld beadlocks

Safety: Simpson









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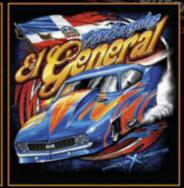


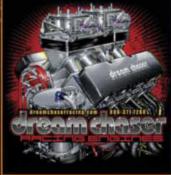
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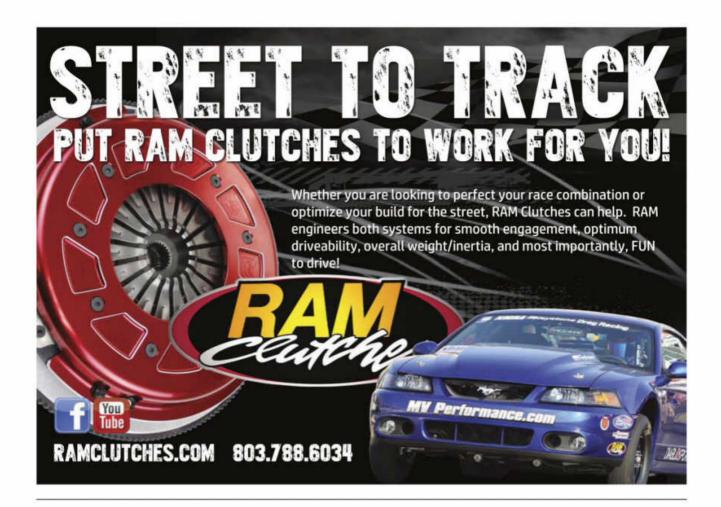
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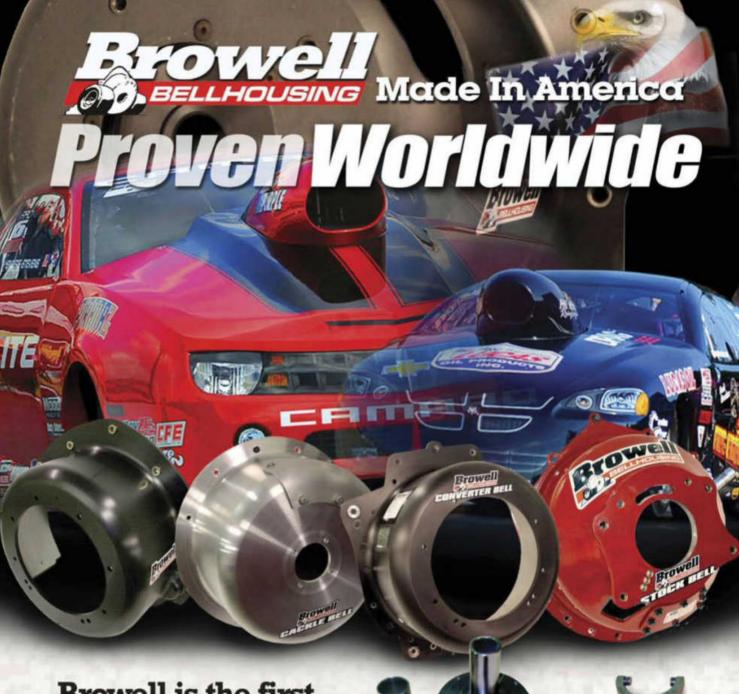
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Text and Photos by Andy Willshire

ith England's Santa Pod Raceway gearing up to celebrate its half-century mark in 2016, there's a number of special attractions planned for the venerable drag strip. And if the fifth annual Dragstalgia meeting held this summer is any kind of portent, I hope it'll be a golden anniversary year of prime performances.

Although headline attractions of the calibre that wowed the crowd in 2014, a pair of AA/Fuel Altereds, Rat Trap and Pure Hell, were brought over from the USA to be top of the bill on that memorable occasion, the cars were unfortunately not on hand for Europe's sole pukka nostalgia drag race. There was nonetheless an excellent turnout of old-timer cars and bikes

ready to assault the asphalt in the manner of yesteryear. Add in a variety of debut machinery to the mix of 11 classes and it would be fair to say that fans desirous of a trip down Memory Lane were truly in their element.

On Friday of the three-day meeting, entrants were afforded an opportunity to strut their stuff on the strip during a

NOSTALGIA RACING ON THE OTHER SIDE OF THE POND



early evening. It was gratifying to see numerous teams getting into the spirit of the occasion by having backup ladies dressed in period fashion, their sartorial style extending to complementary coiffure and cosmetic treatments.

Noteworthy among the first-time-out entries was a pair of slingshot dragsters constructed by Webster Race Engineering, whose premises are conveniently located adjacent to the Pod's main entrance gates. Proprietor Jon Webster was commissioned to build one for a customer and, with the former Top Fuel pilot himself having a desire to get behind the butterfly tiller of a frontengine rail, decided to simultaneously construct a duplicate for his own enjoyment. The trick twosome was initially planned to make their maiden check-out passes side by side on Saturday, but this plan went awry when the constructor's 509-ci big-block Chevy-motivated rail (named Hephaestus, the Greek god of fire

pedal was stabbed in earnest for the first time, then pivoted up on one wheel before crashing down and making its way across track with the hapless driver being concussed through the impact of the dragster returning to terra firma. Damage was thankfully minimal as the errant entry brushed both guard walls before spluttering to a halt at the top end, back in the lane in which it started. The small wheel affixed to the lower extremity of the chassis has subsequently been replaced by a more conventional wheelie bar extending well to the rear of the chrome-moly frame.

Other debuts included the long awaited Ford Capri Mk 1 Nostalgia Funny Car commissioned by Bob Glassup, a name that may be familiar to readers who attended the 2007 California Hot Rod Reunion, where he was paired to run his Fiat Topolino-bodied BB/FA alongside the Mike Boyd-driven Winged

Express AA/FA, making for a memorable excursion for the self-financed racer from this sceptered isle. A couple of check-out launches to provide clutch data proved promising for the owner/driver of Bubblegum in what was his first experience in a blown fuel car. Speaking of fuel, there was a booked performance mismatch between two of Europe's high profile floppers: Holland's Rockin' Ramon van der Weurf's Wild'r at Heart '71 Dodge Charger-cloaked, methanol-guzzling entry and the best-looking AA/FC on this side of the Pond, the Garlick & Antoniou Apache '77 Firebird. The beautifully detailed, NHRA Heritage series-legal NFC recorded its best numbers to date, 6.13/224, with a conservative 80% nitro mix Ramon's steed was running a tad off pace, but even though it was never going to top Apache's E.T.s and Top Speed, the popular twosome's runs received much applause from spectators.

A slew of Outlaw Anglias, Gasser Circus entrants, Supercharged Outlaws, Super Stockers, the Wild Bunch (celebrating their 20th anniversary season), Outlaw Street and Outlaw Flat Four each added to the speed bonanza when wing for the showmanship trophies, as did the bumper turnout of participants in the second annual Willys Wars. The latter category was well supported by devotees of the marque, with the only thing to be gained being bragging rights and the satisfaction of putting on a worthy battle. With a sixsecond Pro Mod contender on the entry list, there was little in the way of top dog boasting remaining for any other contender in the kudos crusade.

A highlight of day two had to be a couple of slingshot drivers volunteering to perform fire burnouts behind the start line.

A further point of note had to be a matchup between a pair of bike riders from yesteryear, John Hobbs and ex-pat limev Jonny Munn, who flew over from his current home in Australia to be reunited with Hobbs' Hobbit, which he campaigned in 1981-82. The National Sprint Association arranged for a selection of old-time race bikes to make demonstration passes, a high spot being the Hobbs versus Munn race on Saturday. John was astride his 500cc Cyclops, whilst Jonny was reunited with the 1,700cc blown double, Weslake, following a more than three-decade absence. Although the smaller-engined machine was away first with a fine holeshot, it wasn't long before his opponent quickly made up the arrears



Tony Betts debuted his alcohol-guzzling, seven-second '34 three-window coupe.



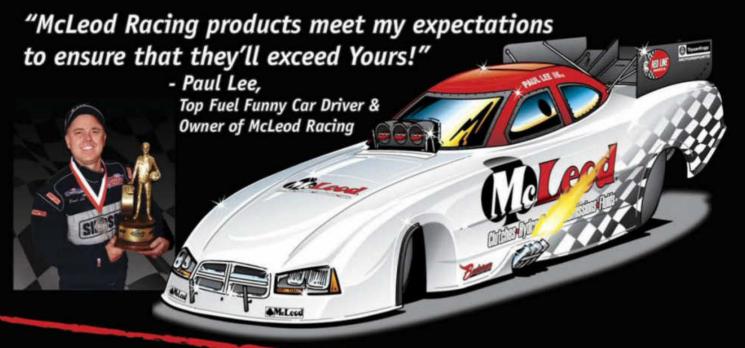
A novel pairing: Wayne Allman's seven-second Mental Breakdown featuring a Top Alcohol Dragstertype chassis, blown methanol engine and a much-modified VW Type 2 body, faces off against a Swiss Ford Model A.

and shot past before the finish-line stripe, carding 9.24/142 over the losing 10.66/125. Methamon, the supercharged Vincent V-twin motorbike and sidecar outfit upon which "TV" Tommy Ivo took a wellchronicled passenger ride during the 1964 Drag Fests, was present to add its own note of haulin' from times gone by, and although not the quickest of the demo delights, it nonetheless brought back fond memories for longstanding members of the quarter-mile fraternity.

It was unfortunate that following two fine days of action, Sunday's proceedings were brought to a premature end by a downpour that had everyone scurrying for shelter; the event was called by the race director due to the large volume of water on the track. Some things never change, and the fickle British weather is unfortunately one of them!

Still, with the certainty of Nostalgia Funny Car becoming a proper eliminator and being a prime attraction—thanks to there being eight cars that should be race ready in 2016—fans are already looking forward to Dragstalgia VI. Although the event may seem small potatoes when compared to the unsurpassed California Hot Rod Reunion, it's fair to say there'll likely be more than a modicum of Famoso flavor at the racetrack located on the Bedfordshire/Northamptonshire border and which, interestingly, was formerly part of an RAF wartime base that became the home of the U.S. 8th Army Air Force 92nd Bombardment Group.

In the cause of furthering closer ties between aficionados of the nostalgia scene on either side of the Atlantic, I can only hope that Anglo-American competition will continue to be well received through further transatlantic collaboration in the years ahead. Bring it on. DR







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Silver Bullet

DOUG AND CARRIE REED'S INSANE 3,000-HP PROCHARGED OUTLAW EL CAMINO

Text and Photos by Jason Sands

t's not often that the words "street" and "Outlaw 10.5" go together, but such is the case with Doug Reed's wild street and strip stormer. One of the nicest drag vehicles we've ever seen, the low '66 combines supercharged big-block power, a dedicated race car chassis, and most impressive of all, a passenger's seat.

What separates Doug's Chevy from most Outlaw cars is that the El Camino is real steel. save for a set of VFN bumpers and 6-inch cowl hood. While the outside says street car, a sixsecond-certified chassis says race car. Built by Bunker Motorsports, the double-frame-rail, chrome-moly chassis was designed for optimal launches and resisting the twist of the mega-horsepower engine. The suspension and steering are also race car hardware. Up front, Strange supplied both the rack-andpinion and the struts, while Wilwood brakes help stop the car. The rear 4-link suspension was also built by Bunker, and features a Fab 9 Chris Alston Chassisworks rearend, shocks and Wilwood brakes.

Where things get really exciting is under the hood, with an all-aluminum 480-ci Donovan producing an estimated 3,000 hp. The highwinding 8,500-rpm engine was built specifically for traction on a small tire and uses a mammoth 139mm ProCharger at more than 35 psi of boost to make its power. The engine was built by Jeff Simpson Racing engines and machined by Rex Hutchinson using nothing but the best, with a Bryant crank, GRP aluminum rods and custom Ross Racing pistons. The cylinder heads are a pair of high-flowing 18-degree Dart Big Chief heads with 2.40-inch intake valves, 1.90-inch exhaust valves. T&D rockers and Jesel lifters. A solid roller camshaft of an undisclosed

This engine bay is one of the cleanest we've ever seen on a race car. Producing an estimated 3,000 hp, the 480-ci Donovan runs on M5 methanol and is force-fed a whopping 35 psi of boost from a 139mm ProCharger.



specification from COMP Cams motivates the valvetrain

While Doug's engine would be pretty stout on motor alone, a whole lot of boost in the form of a gear-driven 139mm F3R ProCharger pushes the power plant into the ridiculous zone. Making more than 35 psi of boost, the blower works in conjunction with a 123mm Wilson throttle body, Hogan sheet metal intake and 16 Moran 500-lbhr injectors that spray M5 methanol into the engine to cool the blower's intake charge. Exhaust is sent out through a set of 2.5-inch headers with 5-inch collectors and into a Spintech 5-inch oval exhaust. A 44 amp Pro Mag and MSD power grid light everything off, while a Big Stuff 3 system manages the whole engine.

While Doug's engine is an extremely impressive combination, the transmission still has the mammoth task of getting all of that power to the track. For shifting gears, Doug went old school, relying on a three-speed big-shaft Lenco. Instead of a clutch, a Bruno drive featuring a traditional torque converter was selected to handle the load. Doug credits Spec-Rite converters for building an awesomely strong 4,500-rpm converter that handles the strain of the blower motor.

In early testing, Doug has clicked off high fours in the eighth-mile at more than 150 mph, which is incredible for a 3,400pound street car that's about 800 pounds over the Outlaw 10.5 minimum weight. To top it off, the Chevy gets plenty of miles on the roads of Northern California. With a wild chassis, all-steel body and highwinding ProCharged Donovan, Doug and Carrie's Silver Bullet is quite a ride, whether it's cruising the boulevard or blasting down the race track. DR



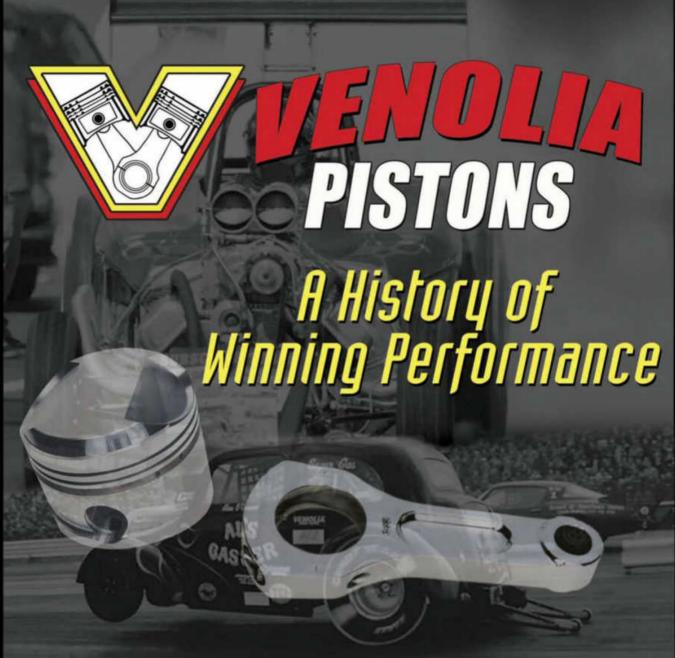
When the throttle is chopped, twin ProCharger blow-off valves send excess boost into the atmosphere. The engine runs on methanol, so no intercooler is needed, and a simple 3.5-inch discharge tube connects the blower to the intake.



The crown jewel sitting atop the Donovan is the Hogan sheet metal intake incorporating Hogan fuel rails and 16 injectors (two per cylinder). Methanol runs a very rich air-fuel ratio compared to a gas engine, so huge Moran Racing Engines billet 500-lb-hr injectors are employed to match the airflow from the blower. The entire fuel system is fed with a Waterman Racing fuel pump.



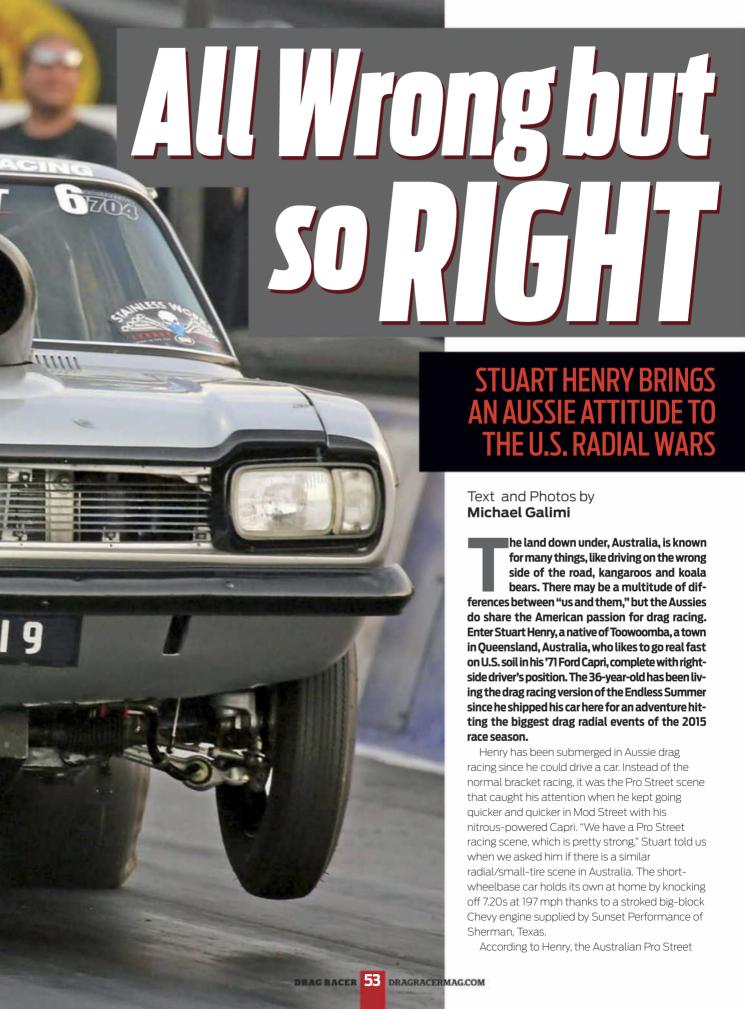
The full tube chassis creates the unique long and low look. Barely visible rear tires are 33x10.5W Mickey Thompsons mounted on 16x16-inch Weld Racing V series wheels. Twin Stroud chutes also double as a handy dandy license plate holder.





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The vehicle may hail from down under, but the power is All-American, Texas' Sunset Performance whipped up the 615-ci big-block featuring all of the good stuff, including Brodix, Holley, Edelbrock and Neil Performance.



A race-inspired leaf-spring suspension solidly plants the Mickey Thompson ET Street Radial Pro 275/60-15 radial tires.

world is well-versed in the happenings on the American drag scene thanks to the internet, social media and live feed video at most events. A chance encounter with Mark Menscer during an Australian Pro Stock race changed Henry's life forever. Menscer gained the nickname "Shock Nerd" for his talents in custom valving and tuning racing shocks. When he and Henry began talking drag radial racing the idea of Henry making the trip halfway around the world was spawned. Henry was a fan of radial action, so he only needed a little coaxing to make the trip to see it firsthand.

Henry's first trip to the U.S. was to hang out during the 2014 running of No Mercy, the biggest radial race in the world, held annually at South Georgia Motorsports Park. As planned, he met with Kevin Neil of Neil Performance Innovations as they worked together on tuning the Capri via email and Facebook private messages.

The two hit it off and Henry jumped right in, helping Neil compete at No Mercy with his Fox-body Mustang. "It didn't take much, but Menscer and Kevin Neal were the two biggest instigators in convincing me to send the car over," he explained about how he went from foreign fan to international drag racer.

In January 2015, the car made its iourney to the Port of Los Angeles. unfortunately a union strike put a delay on Henry's fun. "I had bought a truck and trailer over here so I could bring the car across the country to race. I was supposed to be racing at the Duck's race [ed. note: Lights Out at South Georgia Motorsports Park], but the car was stuck in the port. That was probably the most stressful part; wondering when and where the car was going to arrive," he explained. Once it was released, he loaded up the trailer and hit the road for

a cross-country trip, taking the scenic route so he and his traveling companions could enjoy the trip across America. The Eisenhower Interstate Highway system brought them to Memphis, but it wasn't to see Graceland. He had his Capri, plenty of VP Racing Fuels C23 fuel jugs and 10 Nitrous Outlet nitrous bottles ready for action for his U.S. debut in March 2015 at the Outlaw Street Car Reunion at Memphis International Raceway.

For those wondering about the name of the vehicle, it's a Capri that was produced by Ford as a European pony car instead of exporting the Mustang brand there in the late '60s. Ford then began shipping the Capri to Australia in 1969 and there were several models produced through 1986. In America, the Capri fell under the Lincoln-Mercury nameplate. Henry's Capri is far from stock—it has a race-inspired leafspring suspension that helps plant the Mickey Thompson ET Street Radial Pro 275/60-15 radial tires and a SFI 25.5 spec cage has been installed in the cockpit. A Sunset-built 615-ci big-block Chevy was shoehorned into the engine bay. It features a pair of Brodix SR20 heads, a huge camshaft, Holley Dominator carb (modified by APD) with an Edelbrock intake manifold and a Neil Performance Innovation single-stage nitrous kit with parts from Nitrous Outlet.

The 615-ci displacement pushes him into the Outlaw 275 class instead of X275, and the Aussie knocked off 4.60 performances, hardly class-killing numbers, but Henry was living a dream that very few have had a chance to do. He was racing an oddball Capri with the driver's seat on the opposite side of the vehicle in one of the biggest Outlaw radial races in the world. That was the first of many races for 2015. Henry went home and returned in the summer for a stay lasting several months as he hit the NMCA Finals, Shakedown at the Summit in Norwalk, No Mercy at South Georgia Motorsports Park, Fall Brawl at Hollv Springs and Radial Fest at Huntsville.

"If I didn't have really good friends on this side, it wouldn't be possible," explained Henry as he described the logistics of shipping his car by water and flying 20 hours to California. He concluded, "I don't know what I am going to do: sell the car, keep it here or send it back, but being here has been so cool and it was the people who made it worth it. The racing is great, but it is the drag radial family that we have going that is really awesome." DR



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JERRY JAMES EXHUMES THE MEMORY OF A CLASSIC WEST COAST GASSER

Text and Photos by Rod Short

hen Randy Travis recorded "Diggin' up Bones" years ago, his tune of a long lost love resonated with many listeners. In the case of Jerry James, however, that reconstructed memory took the shape of this reconstructed altered wheelbase tri-five Chevy.

Ron Rinauro's California-based '55 Chevy can be found in the yellowed, dog-eared pages of a well-known magazine from 1966. Aptly named Blown Hell. Jerry remembers seeing this altered wheelbase shoebox Chevy at Fremont many years ago. Back then, the car ran a 292 small-block with a GMC 6-71 blower with Hilborn injection and a Vertex magneto on 10% nitro. Using a TorqueFlite transmission, the best numbers for Rinauro's combination was a 973 at 146 mph

Jerry went on to grow up and serve in Vietnam aboard the USS Ranger, but he never quite shook the memory of seeing that car. After mustering out of the Navy in 1970, he went on to refine his mechanical skills racing stock cars and hydroplanes before an opportunity presented itself for him to recreate that old Chevy gasser he remembered so fondly.

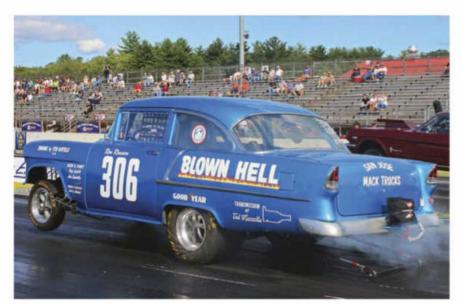
To hasten weight transfer off the line, altering a vehicle's stock wheelbase was done early on in drag racing, yet is best remembered from the factory Super Stock wars of the mid-'60s. Factory-backed Dodge and Plymouth altered wheelbase (AWB) cars became widely known first and were quickly followed by Ford and Mercury as the tales of their door-to-door battles filled the imaginations of baby boomers. AWB Chevrolets were seldom seen because of the factory ban on racing, although a number of independents, including "Jungle Jim" Liberman, ran such cars with success.

"I came across the car at a friend's shop in 2008," Jerry remembers. "It was pretty ragged. It had been run as a Gasser in a previous life and the body was just sitting on a different frame. It wasn't even bolted on. It had a fiberglass nose, but it needed replacing and it needed new quarters. It had no doors, glass or interior, and the floors were all rotted. Really, turning it into a race car was the only thing to do."



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The rearend was pushed forward by almost 2 feet, giving Blown Hell a very unique stance. The 3,000plus-pound beast covers the quarter in the low nines at over 140 mph.



A period-correct Hilborn bug catcher injector sits perfectly atop the Mooneyham 8-71 blown, and alkyguzzling 427 Merlin big-block featuring Brodix heads have been added. Lettering on the front fender credits Ted Gotelli as engine builder, a nod to fabled "Terrible Ted" Gotelli, who ran a series of torrid AA/F dragsters out of his Northern California speed shop in the '60s.



The cleanly crafted interior features a basically unmolested 1955 dash and sports a classic Sun tach clamped to the steering column.

Jerry built the chassis himself using an S&W Race Cars mild steel back-half kit. tving into the original frame. The rear axle. which was moved up 20 inches, makes use of a Dana 60 differential with Strange spool/axles, Richmond 4.56:1 gears and Wilwood brakes

The front suspension features a semielliptical straight axle kit with Chevy spindles and disc brakes. Afco coil-over shocks are on both the front and rear. American Racing rims on the front lead the charge, while a set of Welds shod with 14x31 Goodyear slicks launch the car off

Inside the engine bay resides a 427 engine combination based off of a stock deck height Merlin block. The bottom end consists of an Eagle crank with Scat H-beam rods and Keith Black 11.6:1 forged pistons. An 8-quart Ed Hamburger pan with Valvoline 50-weight racing oil covers the bottom. Out-of-the-box Brodix BB-2 X aluminum heads, a Blower Drive Service intake, Mooneyham 8-71 blower and a Hilborn injection setup makes up the eyecatching induction system. Jones runs methanol that is fed by an Enderle 110 pump from an 8-gallon tank. One visible departure from photos of the original car are the zoomie headers that were fabricated from a Smilev's Custom Headers kit.

Behind the engine is a Ted Mazzottabuilt Powerglide using an ATI 5,000 stall converter. With launching the car off the line at 2,000 rpm, James has run a best time of 9.17 seconds at 141 mph weighing in at 3,300 pounds.

"A lot of people like to look, ask questions and take pictures of the car," Jerry said about being at the track. "My friends were all for it, and I tried to build it as close to original as I could, but some of them didn't understand why I was altering the wheelbase. None of them had ever seen anything like it, which is one of the reasons why I built the car in the first place."

"Nostalgia drag racing is popular right now, but you don't see many young people driving nostalgia cars—it's mainly white-haired guys," he continued. "It has me worried about its future."

Of course, any history buff will tell you that digging up bones sometimes is exactly what's needed to keep history alive. With the work we've seen that Jerry James put into this vintage racer that future might just shine a little bit brighter! DR

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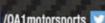
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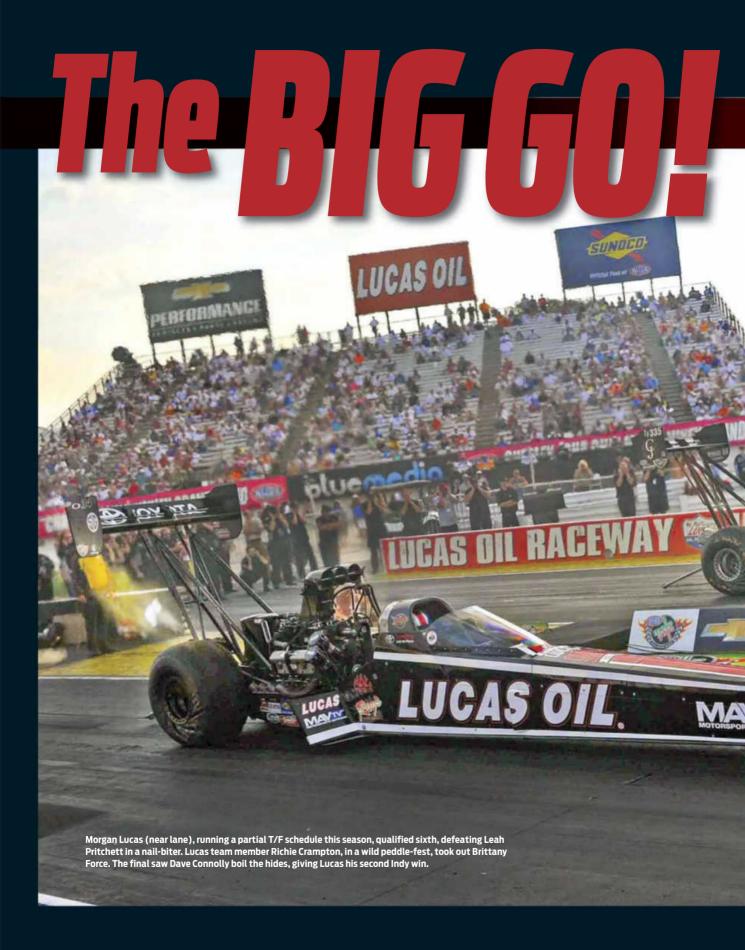




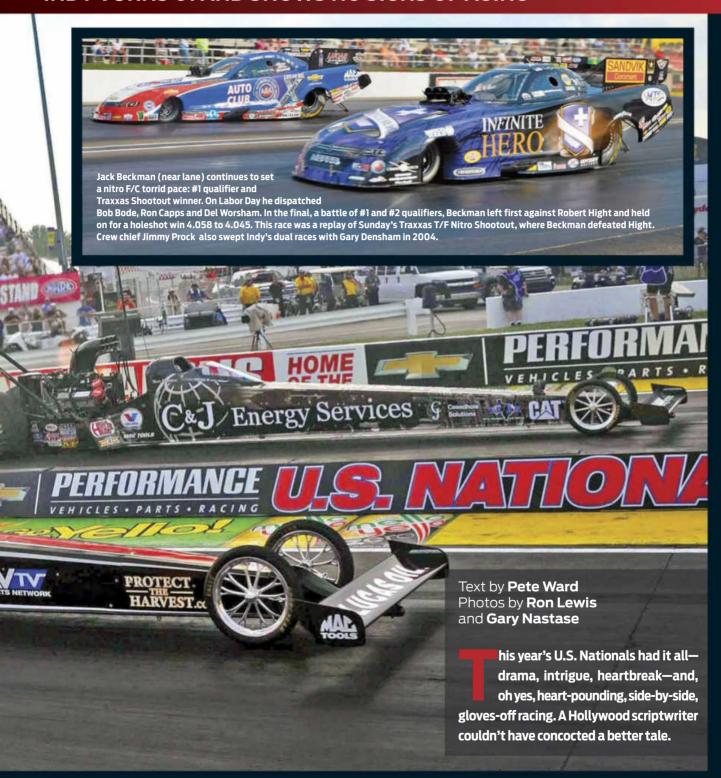


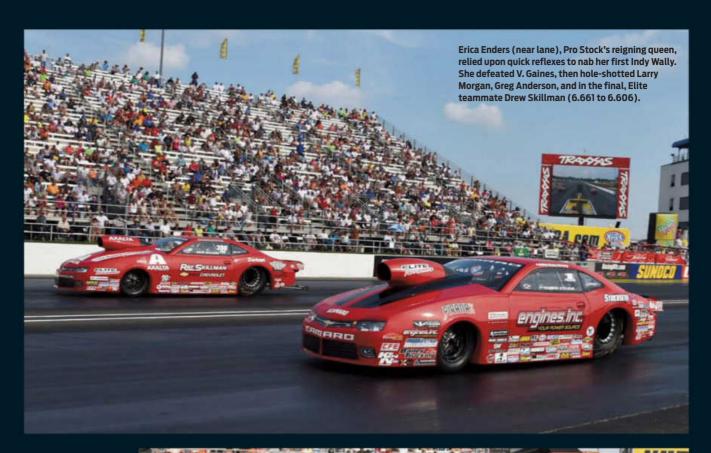






INDY TURNS 61 AND SHOWS NO SIGNS OF AGING





Third time was a charm for P/S biker Jerry Savoie (near lane). He defeated Chaz Kennedy, Steve Johnson, Hector Arana Jr., and in the final #1 qualifier Chip Ellis red lit, giving Savoie his first U.S. Nats win after two RUs.





Joey Severance (near lane) stumbled during TAD qualifying, but come elims, he was on his game. He defeated Jared Dreher, Marty Thacker and Jeff Veale. In the final, Cameron Ferre blew the tires off, giving Severance his first Indy Wally.

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7.65 ET, 185 MPH 275 Radial Tire

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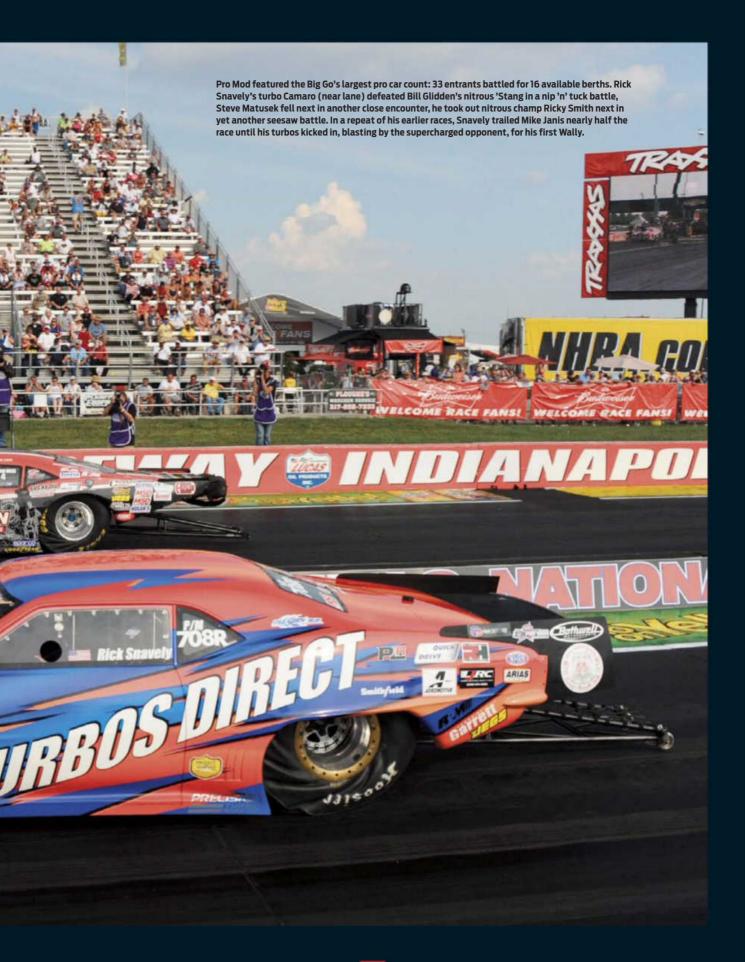
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8.15 ET, 170 MPH, 275 Radial Tire

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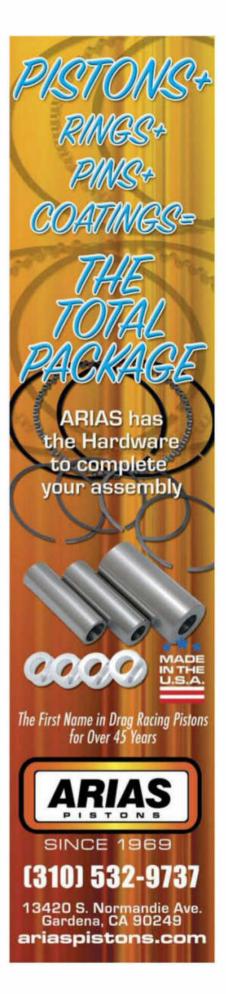
Local Comp Elim hero Greg Kamplain (near lane) scored his second Indy win with the defeat of Craig Bourgeois.





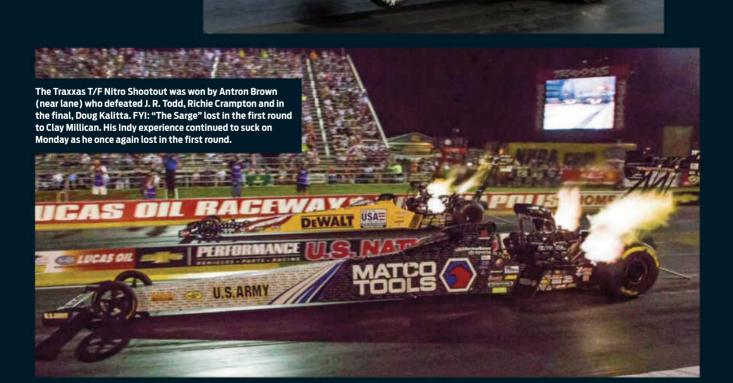


TAFC champ Andy Bohl (near lane) scored his first U.S. Nats win by defeating Fred Tigges, Jay Payne, Tony Bogolo and Annie Whiteley in the finals.





In the Stock Elim final, Tom Rambo was a bit tardy and Kyle Ratcliff (far lane) held to his number, taking his second national event win. We're thinking this Indy win overshadows his first Wally.



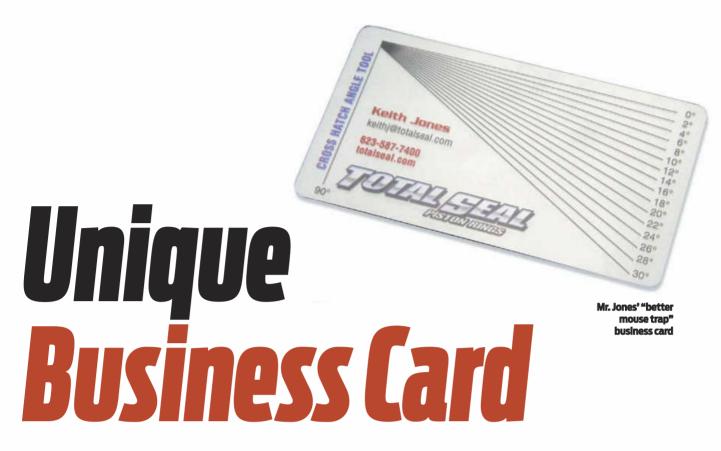


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DIMINUTIVE PROTRACTOR VERIFIES CYLINDER CROSSHATCH HONING ANGLES

t's probable that Total Seal's Keith Jones exhibited an aptitude for engineering at an early age. Given a knack for simplifying the concept of cylinder sealing, his latest business card is wondrously effective. Representing a flexible, transparent plastic protractor, it confirms cylinder crosshatch honing angles in moments.

Of course there are formulas to check crosshatch angles, but often the simplest method is a protractor. "Just peel the translucent backing off the card to aid visibility," Jones says, "and press the card into the curvature of the cylinder wall, aligning its top edge with the deck surface." To determine the included angle of the crosshatch honing, simply double the angle displayed on the card. If it reads 22 degrees, the true included angle becomes 44. Used on both small-block Chevrolet and Ford engines, the 45degree honing angle is the most common.

Yet some engines, like flat-sixes or flat-fours (Subaru) and particularly those with long strokes, operate better with a more vertical crosshatch angle, 60 degrees. This promotes oil movement all the way up to the top of the bore. These engines trade a little more blow-by for increased oiling to the top of the cylinder, which results in less wear.

As the crosshatch angle becomes more vertical it increases the movement of oil up and down the cylinder wall. Though it returns oil more rapidly to the sump, it also facilitates blow-by.

Most honing troubles are caused by angles that are too flat. By contrast, as the crosshatch angle becomes flatter, blow-by is reduced as the oil tends to move left and right rather than up and down and into the sump. "However, crosshatch angles that are too

flat," advises Jones, "can cause numerous oil control problems, including smoking at idle, where the intake vacuum is high, or when cruising at part throttle or under engine deceleration."

How so? As the crosshatch angle becomes flatter it is more difficult for the rings to return the oil to the sump. This condition leaves more oil remaining on the cylinder wall, and the increased intake tract vacuum captures the excess oil, contaminates the combustion charge, and emits it as smoke.

Crosshatch angles are determined by how fast the honing head

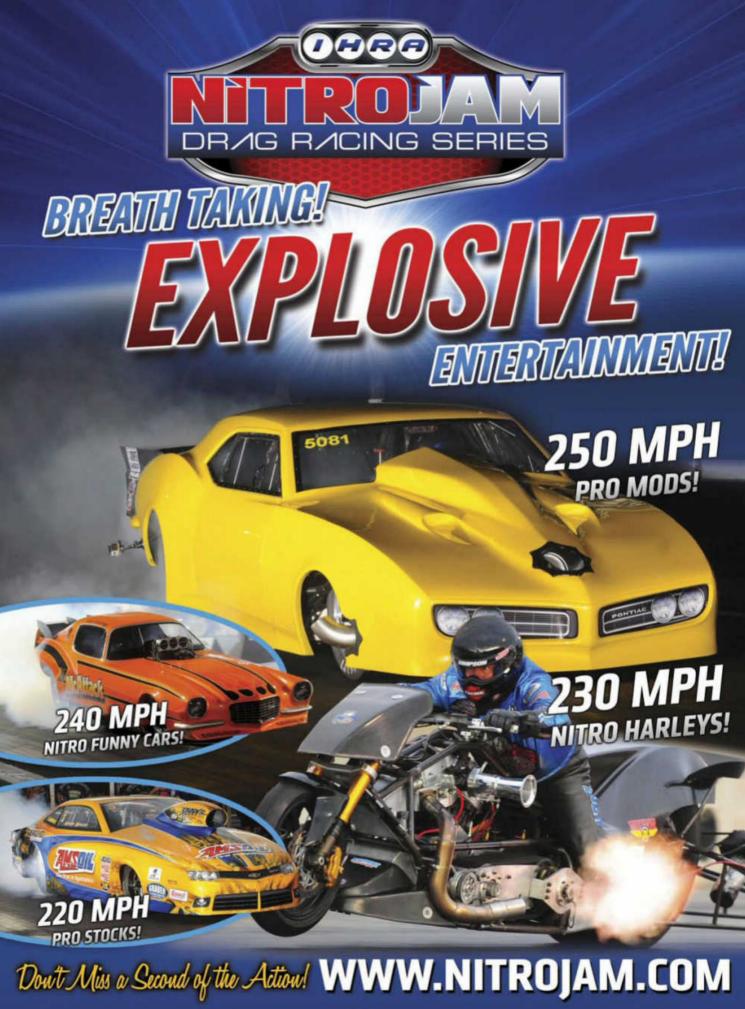
rotates and how quickly it cycles up and down. Combining the recommended belt-driven pulleys on older honing machines, for example. does not mean the crosshatch angle will be correct. It needs to be checked. DR



Total Seal's very clever Kelth Jones

SOURCE

TOTAL SEAL, INC. Phoenix, AZ 800.874.2753 (orders) 623.587.7400 (technical) TOTALSEAL.COM





CREATING A GALLERY OF SPEED AND HISTORY



A car geek's dream art gallery, all of these signs are the creation of Mightylmage, the ideal wall décor for anyone who loves the smell of nitro and burning rubber.

Text and Photos by Alan Paradise

t some point in our lives we have all stared intently into the depths of framed or sculpted beauty. Perhaps we've even stood motionless, teacup in hand with a pinky sticking out, gazing at a timeless piece of art. It's okay to admit that we've all been Ferris Bueller at the art museum at one time or another.

While priceless works of the masters are perfect fare for museums, as performance geeks, we may prefer our art to be infused with a bit more octane. The days of carefully removing the center spread of a magazine to hang on our bedroom wall is likely long since past. Today, it's common for us to mount lithographs and metal signs on the walls of a garage, shop or office.

For more than a decade Mightylmage Collectibles and Pasttime Signs have teamed up to create a popular type of garage art that has changed the course of performance décor. Think of it as car geek chic or a gallery of gasoline dreams.

The beginning of the metal sign craze sprang from a simple concept: display advertising and brand awareness. During America's great mobilization, tin signs were used to stimulate brand awareness. This was best illustrated by such iconic images as Burma Shave, Coca-Cola and Prestone. It was this link to our motoring past that set off the modern-day revival of metal sign art, utilizing vintage images of vestervear with more contemporary ideas.

The new wave of metal signs can be traced back to Greg Dravis, a Southern California purveyor of automotive antiquities. His love of drag racing as well as the great highway migration west led to a collection of service station and drag racing memorabilia. The crown jewels of this collection were rare gasoline pumps, about which he had become quite well known for his meticulous



The Eyes of the Legend series begins with Lucck art. Here's the art, finished metal sign and placement in the catalog.

restorations. To accompany these pieces of Americana, he also collected support items including clocks, oilcans and racks; road map displays, tin signs and branded outdoor thermometers. In an effort to complete a display, several brands of clocks and thermometer had proved to be very elusive. It was then Dravis had an epiphany: recreate in the interim while continuing to search for the originals. This led him to Ian Cunningham of Pasttime Signs, a maker of outdoor thermometers and specialized wall clocks.

Dravis helped recreate the artwork of bygone brands and Pasttime applied them to the metal and mercury. The results were very well received. He soon had a cottage industry on his hands.

With the success of the vintage thermometer line. Dravis focused on his real passion, drag racing. Utilizing the capabilities of Pasttime Signs, he envisioned bringing to the drag racing

world and car culture, artwork on metal, in the spirit of the



The production process starts by digitizing the original art, sizing it and creating transfers on highend plotters.

old tin signage that once populated America's roads.

Dravis sought out the talents of Mark Lueck, a noted SoCal automotive custom painter whom he'd chosen to letter and stripe gas pumps and paint several of his rods and customs. The two old friends had several brainstorming sessions resulting in art designed for preset stamped metal signs.

Using the Mightylmage Collectibles brand, Dravis developed an agreement to produce these original designs with Pasttime Signs. The first designs were an instant hit. Within a few weeks Dravis and Lueck created several more designs, most of which celebrated drag racing. Those too took off, with larger orders coming from Summit Racing and Speedway Motors. That's when things got out of hand.

Working capital created increasing possibilities and Dravis' next big idea required more effort but resulted in one of the most popular sign trends since the



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enamored with the golden age of drag racing, the era of accessible drivers and experimental equipment that greatly impacted fans, a barnstorming time before full-face helmets and hospitality rigs. Back then a helmet was a very unique and distinctive part of a driver's persona. Each driver could be identified by their helmet. Add to this the intensity of the drivers' eyes peering out from behind their goggles, and this was Dravis' vision.

He again teamed up with Lueck to create the artwork. This was a far more complex project requiring permission to

reproduce the likeness of each driver. The list of first contacts was narrowed to include the icons of the sport. The feeling was if one or two were on board, others would follow. The first to agree was Tom "the Mongoo\$e" McEwen. Tommy Ivo followed as did Don "the Snake" Prudhomme, Shirley Muldowney, the family of John "the Zookeeper" Mulligan and "Big Daddy" Don Garlits.

The icons in helmets proved to be a blockbuster idea, sales were brisk right from the get-go and have remained consistent. This led to the expansion of

the drag racing line with new signs, all celebrating that magical time of speed and daring. Combined with muscle car items, the Mighylmage catalog boasts more than 100 different signs.

The beauty of the process is how Dravis works with Pasttime Signs to make this artwork available at very affordable prices. It's a model of efficiency that takes the process from camera-ready art to finished product in just a few hours.

Once the artwork is delivered, it's digitally scanned into a high-resolution file. Next, the file is color-corrected and manipulated into what will be the finished size. The image is duplicated and placed in multiples before being sent to a print plotter for output onto a special transfer

While the output is being run, the sheet

metal is pulled from stock and loaded at press stations. The transfers are cut and meet up with the metal hosts at these press stations. The transfer is then mated with the finished metal before going through a heat press that adheres the image to the metal. In a few minutes the finished sign emerges from the press to cool before being sealed and shipped.

While the drag race and muscle car signs are the consumer face of Mightylmage Collectibles, it has also developed a higher-end collection. Some pieces are limited editions, making them very exclusive and highly collectible. The first of these masterpieces is the Final Race at Lions Funny Car winner featuring the Mongoo\$e and his Hot Wheels Plymouth Duster.

As fans of drag racing, we fully understand the rich visual history of our sport. We also know the fragile nature of posters and photographs and likely all of us have lost paper-based art to the elements. Mightylmage has made it possible to fill your garage, shop or office with art so cool you can almost smell the nitro burning. Art on metal is far more resistant to nature's forces set on eroding its luster. So, hang a few works of quarter-mile art and enjoy the moment. Reconnect to a time and place in the past. It's more than art, it's the canvas of drag racing. DR



MightyImage Collectibles' new Extreme Collector series includes this very limited edition Lions Last Drag Race Funny Car Winner featuring Tom "the Mongoo\$e" McEwen.

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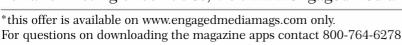








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ED ISKENDERIAN





An example of Isky's advertising acumen.

f you're a drag racer and haven't heard of "Isky," you've likely been hiding under a rock. The one they call the "Camfather" has been involved with the sport since its inception and is still going strong at age 95. He's probably the only guy in the sport who can call Chris Karamesines "sonny."

Iskenderian was born in California's Central Valley in 1921. His family was involved with growing grapes, but relocated to Los Angeles after several heavy frosts destroyed their vineyards. So instead of finding the Isky label on a bottle of wine, it's on a camshaft box.

Ed started his hot rodding career by building a Model T roadster while attending Polytechnic High School in Los Angeles. The car was the proverbial work in progress as young Iskenderian experimented with various engines and combinations. The 1924 T's ultimate power source was a flathead V-8 that had been transformed with maxi cylinder heads featuring overhead exhaust valves. His apprenticeship as a tool-and-die maker served him well in creating components for the unique vehicle, which he still has and can be found on display at important venues, including the NHRA Wally Parks Motorsports Museum in Pomona, California, A young Iskenderian had also befriended legendary horsepower merchant Ed Winfield and learned engine theory and camshaft design principles from him.

The mentorship would serve Iskenderian well.

When Ed returned from serving in World War II (Army Air Corps) he began competing on Southern California's dry lakes. The late '40s were an especially heady time for hot rodding, and the demand for special parts outstripped the supply. Frustrated by being unable to get a camshaft for his roadster, Isky opted to go into business himself. The year was 1946.

In addition to having a keen mechanical mind and the ability to create both innovative products and the machinery with which to build them, Iskenderian was a prodigious marketer. There are those who credit Isky with popularizing the now ubiquitous racing T-shirt when Bonneville racers started showing up at the salt flats with Iskenderian logos on their garb.



Big John and Stone, Woods & Cook, two stars of the fabled '60s cam wars.

Of course, Iskenderian's penchant for naming various cam profiles gave them a life of their own. Veteran racers can no doubt recall the enticing ads put forth by Isky touting a 404, 505, Superleggera, Polydyne Profile or 5th Cycle cam, among others.

The pinnacle of promotion were the cam wars of the late '50s and early '60s when Isky took on the likes of Jack Engle, Howard Johanson and Harvey Crane in smack-down ads that flooded the era's racing tabloids and magazines. It was great sport to peruse the publications and see who Isky's next target was. The zenith came in the form of "Big John" Mazmanian vs. Stone, Woods & Cook vs. "Ohio George" Montgomery, et al, as the mighty AA/GS Willys coupes dominated the media before the advent of Funny Cars.

While marketing acumen certainly contributed to the popularity of Isky Cams, the man and his company were responsible for a large number of innovations. In addition to developing many successful cam profiles, including what is said to be the industry's first dual pattern design, Iskenderian has built a solid following of racers due to its line of roller lifters and valve springs.

Isky has long been an industry mainstay, and was part of the small group of speed equipment manufacturers who founded SEMA 50-plus years ago. Ed also served as the association's first president.

Much has happened since then. Ed has turned the day-to-day operations of Iskenderian Cams over to his capable sons, Richard and Ron, who have literally grown up in the business. These days Ed adheres to a more relaxed schedule, but he does come into the office almost daily "to look things over" and still has the innate curiosity of a kid, which helps inspire the staff to push the proverbial envelope.

The man whose "Hiya, pal" greeting is almost as famous as he is, still attends a wide variety of industry functions, and certainly has a legion of friends, many of whom are industry icons in their own right, but you can bet it's tough to come up with better stories than those told by the Camfather. DR



Three speed merchant legends (L to R): Isky, Marv Ripes and Nick Arias Sr.





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Holley Ultra Double Pumper

Holley Dominator

Holley Dominator SP

n the past few articles, we've discussed various EFI systems. fancy new fuel pumps, the new HydraMat fuel pickup and more. These are new, cutting-edge developments to push racers further than ever. At the same time, the guys who prefer tuning with screwdrivers instead of a keyboard might be feeling left out. As the old adage goes, there is more than one way to skin a cat, and it holds as true as ever. With that said, we haven't forgotten the integral role that carburetors play in our sport. Yes, fuel injection is taking a stronger hold every day, and there's good reason for that. Younger people are getting into racing who have never even seen a carburetor. It's scary, but true. Meanwhile, making ignition adjustments on a computer seems asinine to the older generation.

The good news is that Holley has both sides of that coin in mind. As popular as electronic fuel injection is becoming, odds are you're going to find more cars with carburetors than fuel injection at your local drag strip. Holley is fully aware of that fact and continues to develop great new carburetors for a variety of combinations, no matter how big or small.

The Holley Double Pumper is one of the most well known carburetors of all time. The basic recipe is still the same: There are dual accelerator pumps, mechanical secondaries, dual feed inlets, dual metering blocks and everything else you know and love about the Double Pumper. While the classic Double Pumpers are still available, Holley has taken a step forward with the Ultra Double Pumper. This line has been out for a little while now, but Holley recently added an 850-cfm carb to it for combinations requiring more air and fuel. The Ultra Double Pumper is constructed of aluminum for a 43% savings in weight, which is approximately 5 pounds. Four-corner idle control allows you to precisely control the idle on your engine. The billet anodized metering blocks give this carburetor the finishing touch to ensure that it looks as good as it performs.

Next to the Double Pumper, the Dominator line of carburetors might actually be the most well known carburetors in Holley's catalog. You can find them topping engines that need a massive amount of air and fuel, such as the 500-ci mills powering NHRA Pro Stockers. While the gen three Dominators are the ultimate king of the hill, Holley decided the niche right below them needed filling. This is where the Dominator SP comes in. Using the gen three Dominator as a starting point, Holley created a budgetfriendly version that is perfect for street/strip applications as well as all out bracket or sportsman drag cars. The SP features the gen three main body, which is 5/16-inch taller than the previous generation. This allows for larger radius air entries to deliver smoother flow. This means better throttle response and more consistent performance, while gen threes cost anywhere from \$1,000-1,500, the SP will only run you \$800-860.

Speaking of gen three Dominators, there is an addition to those as well. With more and more racers exploring different fuels, it made sense to introduce a Dominator designed to cope with one of the most popular of those fuels, methanol. The new 0-80930HB carburetor features a methanol-specific calibration and Holley's Hard Core Gray finish to deal with the corrosive nature of methanol. Like all gen three Dominators, these carbs feature allaluminum construction for a 28% savings in weight (3.8 pounds). The venturi throat is fully machined to the throttle bore for predicable and repeatable performance. The dual 50cc accelerator pumps ensure the perfect amount of fuel from idle to wide-open throttle. It's everything you already knew about gen three Dominators, ready to ingest huge amounts of air and methanol.

For more information on these parts and the rest of the Holley family of brands, visit Holley's website at Holley.com. DR



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Yes, our artwork is on the back, where it's supposed to be!





ON THE ROAD AGAIN



riends of the Mongoo\$e, this summer has felt like old times. I haven't travelled this much since I parked my '57 Chevy Funny Car after the 1992 season.

As much as I enjoyed seeing old friends, making new ones and having the opportunity to reconnect with my loyal supporters, I truly hate to travel: crowded, uncomfortable airplanes; rushing through airports to make connections; going through security; messing with rental cars. Every new car I got into, the controls were completely different; I had to get out the owner's manual just to figure out how to start one of them. It was a pain trying to navigate cities where we'd raced so often, but hey, it's been a few years! As much as I enjoyed seeing you again, it sure is good to be back home.

Last time I shared with you my travels to Milan Dragway, well this time I'm gonna start with the NHRA Museum's New England Hot Rod Reunion in Epping, New Hampshire. First off, thanks to the museum's Executive Director Larry Fisher and Marketing Manager Rose Dickinson for all they did to make the journey come to pass.

The last time I visited Epping (New England Dragway) was for the 57's final race at the IHRA national event. The track's reconnected with NHRA since then. Of course, I raced there many times through the years. We had a great time! I got a chance to talk with so many old friends, including the event's grand marshal, Al Segrini, long-time Track Manager Jack Doyle and Bruce Larson. My friend and Coors Corvette Crew Chief Tom Prock also make the journey. We stayed in nearby Exeter, which is such a neat little town. It's like stepping back in history, seeing horses and buggies

wouldn't have surprised me. Folks talk about Southern hospitality, which is great, but the Yankees sure did treat us right. Everyone was so helpful and friendly. I really enjoyed talking with the fans, and the racing at the event was first class. I even got to catch up with "Jungle Pam" who's involved with a nostalgia F/C. She looks as good as ever! The weather was beautiful and the folks poured in. Next year's Reunion should be even better.

Next up was the 50th anniversary of Tulsa Raceway Park, The Snake joined me for that event. I hadn't been to Tulsa since the mid-'80s, and I couldn't believe my eyes. Our hosts and new owners Todd Martin and Keith Haney have really outdone themselves. It is one great racetrack. Todd and Keith really treated us right, from a great meal at a local steakhouse our first night in town through our entire stay. Becky Segura and Jimmy



"The Birdman" Mark Lueck and his son shared a tent and pitched in to help at Crower's Barona event.



"Ugly John's" amazing car collection includes Bennie Osborn and Tom McEwen's fuel dragsters. Left to right: Keith Haney, Snake, 'Goo\$se, Bennie Osborn, Ugly John himself John Mullen and Todd Martin.

Boles who manage the office and track respectively also made us feel welcome.

Tulsa holds a lot of memories for me, especially because of the friends I made there, I especially miss Bob Creitz. But on a brighter note, I did get to see a bunch who are thankfully still with us including Bennie "The Wizard" Osborn and John Collins. Bennie and I faced off many times, especially at the World's Richest Drag Race held at OCIR in 1968, where he beat me. John raced with me for several years, driving my English Leather/Navy Duster team car. On Saturday, Todd and Keith honored at least a dozen of the famous racers who competed at the track throughout the years.

On Friday we got a real treat. "Ugly John" Mullen, a very successful area businessman, invited us over to see his outstanding car collection, which includes Bennie's last frontmotor dragster and my Tirend T/F. His place is first-rate, especially the fully functional '50s-style ice cream parlor. He and his lovely wife Velma blended up homemade chocolate malts for all of us.

The Tulsa anniversary was hampered by rain on Friday evening. but Saturday was beautiful and the crowd came early. There were two signing sessions, and the fans kept us going non-stop for both. Once again, it's always good to be able to reconnect with all of the folks who have cheered us on through the years. The festivities were brought to a close Saturday night with a cacklefest, which included the beautifully restored Custom Auto Body Challenger F/C Tom Prock drove, now owned by Ross Howard, and the Tirend T/F. Ugly John really had it roaring; the crowd loved it. Thanks to all who made us feel so welcome.

Our last excursion of the year was a bit closer to home, namely to Barona Dragway, east of San Diego and way off the beaten path. Crower Cams was holding its 60th anniversary party, and it

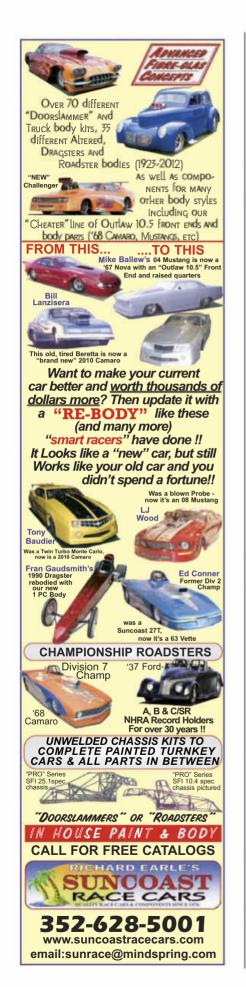


Ugly John and his lovely wife Velma whipping up chocolate malts at their nifty '50s ice cream parlor.

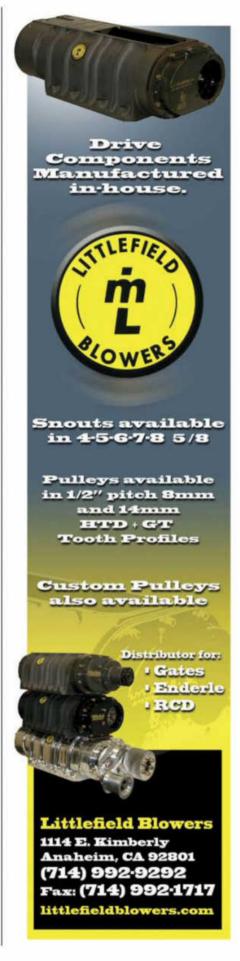
was also the last race in the Crower Cut race series. Louis Floquet of Crower was kind enough to invite me. Plus, it gave me the opportunity to see Bruce Crower, the company's innovative founder; we've done business together for years. Speaking of my Tirend dragster, there is a Crower decal displayed prominently on its side. Louis and his Crower crew did it up right. There was a band playing Friday night, and the festivities went on way into the wee hours. A good time was had by all.

The crew from TMS Titanium was also in attendance. I enjoyed talking to all of the racers and fans who showed up. Louis, thanks for the invite. Renowned drag racing artist Mark Lueck was kind enough to share a tent, so we didn't bake in the SoCal sun. On a sad note, Dave Crower, Bruce's brother passed away recently. He will be missed

Well, next it's the CA Hot Rod Reunion and SEMA. I'll be filling you in. Thanks to all of you who came to visit at Epping, Tulsa and Barona. DR













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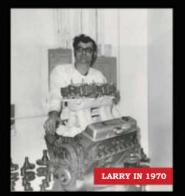
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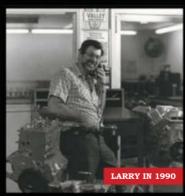
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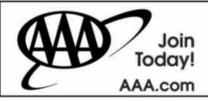
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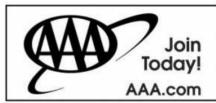




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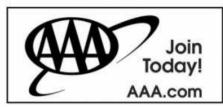




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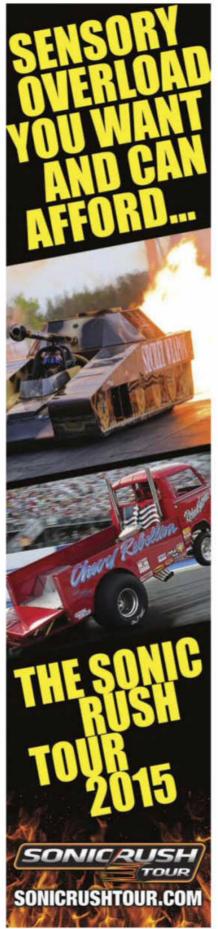
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